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Planning, Information and Analysis

AVIATION SAFETY STATISTICAL HANDBOOK

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This report presents in tabular and graphical format monthly aviation safety statistical information for national airspace incidents and aircraft accidents. Data are presented for near midair collisions (NMACs), operational errors (OEs), operational deviations (ODs), pilot deviations (PDs), vehicle/pedestrian deviations (VPDs), surface incidents (SIs), runway incursions, flight assists, and aircraft accidents. Comparing January through June 1999 with January through June 2000, all airspace incidents have shown an increase, with the exception of NMACs, which have decreased slightly. Accident counts for January through June 2000 show a decrease as well.

NEAR MIDAIR COLLISIONS

For January through June 2000, the number of pilot-reported near midair collisions decreased from 120 to 116, compared to January through June 1999 (see Graph on Page ES-3). Over this period, the number of NMACs reported by air carriers (Part 121 and Part 135) decreased from 50 to 32 and General Aviation (GA) increased from 38 to 51. NMACs where one aircraft was flying IFR and the other was flying VFR dropped from 69 to 60. Those where both aircraft were flying VFR increased from 38 to 43; and those where both aircraft were flying IFR remained at 13. Nine NMACs reported thus far during 2000 were judged to represent a critical hazard.

OPERATIONAL ERRORS/DEVIATIONS

Operational errors increased 30 percent from 445 to 578 during January through June 2000 compared to the same period in 1999. En route operational errors for this period increased 38 percent from 266 to 367, while errors at terminals increased 18 percent from 179 to 211. For the 12-month period ending June 2000, the top air route traffic control centers, based on operational errors per 100,000 operations, had error rates ranging from 3.05 for Washington Center to 1.33 for the Los Angeles Center. TRACON operational errors varied from 1.50 for New York to .64 for Detroit TRACON.

Operational deviations for January through June 2000 increased 68 percent from 128 to 215 compared to January through June 1999.

PILOT DEVIATIONS

Reports of pilot deviations for January through June 2000 increased 38 percent from 729 to 1007, compared to January through June 1999. Over this period, air deviations increased from 509 to 653, while surface deviations increased almost 63 percent, from 210 to 345. The number of Class B airspace violations increased 77 percent from 56 to 99.

VEHICLE/PEDESTRIAN DEVIATIONS

Total vehicle/pedestrian deviations during January through June 2000 increased to 271 from 165 for the same period in 1999. Merrill Field Airport recorded a total of 25 VPD's for the 12 months ending June 2000, which is up compared to the number recorded for the preceding 12 months. Jeffco Airport in Colorado and Montgomery Field in California also recorded significant increases in VPD's over the last 12 months.

SURFACE INCIDENTS

The number of SI's for January through June 2000 increased 56 percent from 439 to 686 compared to the same period in 1999. Surface OE's increased 9 percent, from 44 to 48 and PD SI's rose 61 percent, from 220 to 354. Operational deviation SI's increased 30 percent, from 10 to 13.

The number of runway incursions for January through June 2000 increased 34 percent, from 145 to 195, compared to January through June 1999.

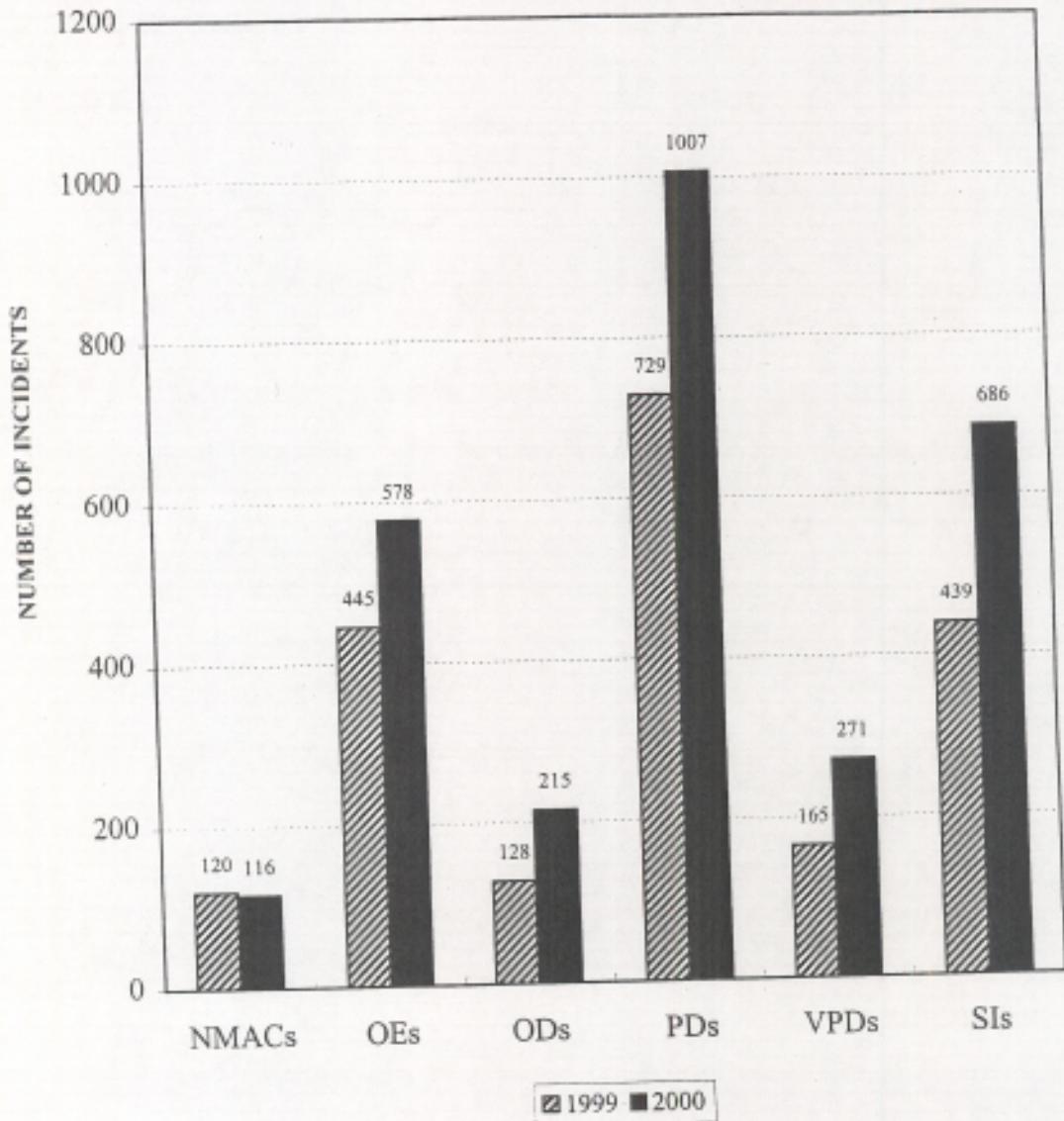
FLIGHT ASSISTS

Flight assists for January through June 2000 increased 6 percent from 231 to 244 compared to January through June 1999. Ninety-three percent of the flight assists handled in January through June 2000 were for general aviation aircraft. A 12-month comparison of flight assists by facility showed that Fort Worth Meacham Airport topped the list with 22 assists.

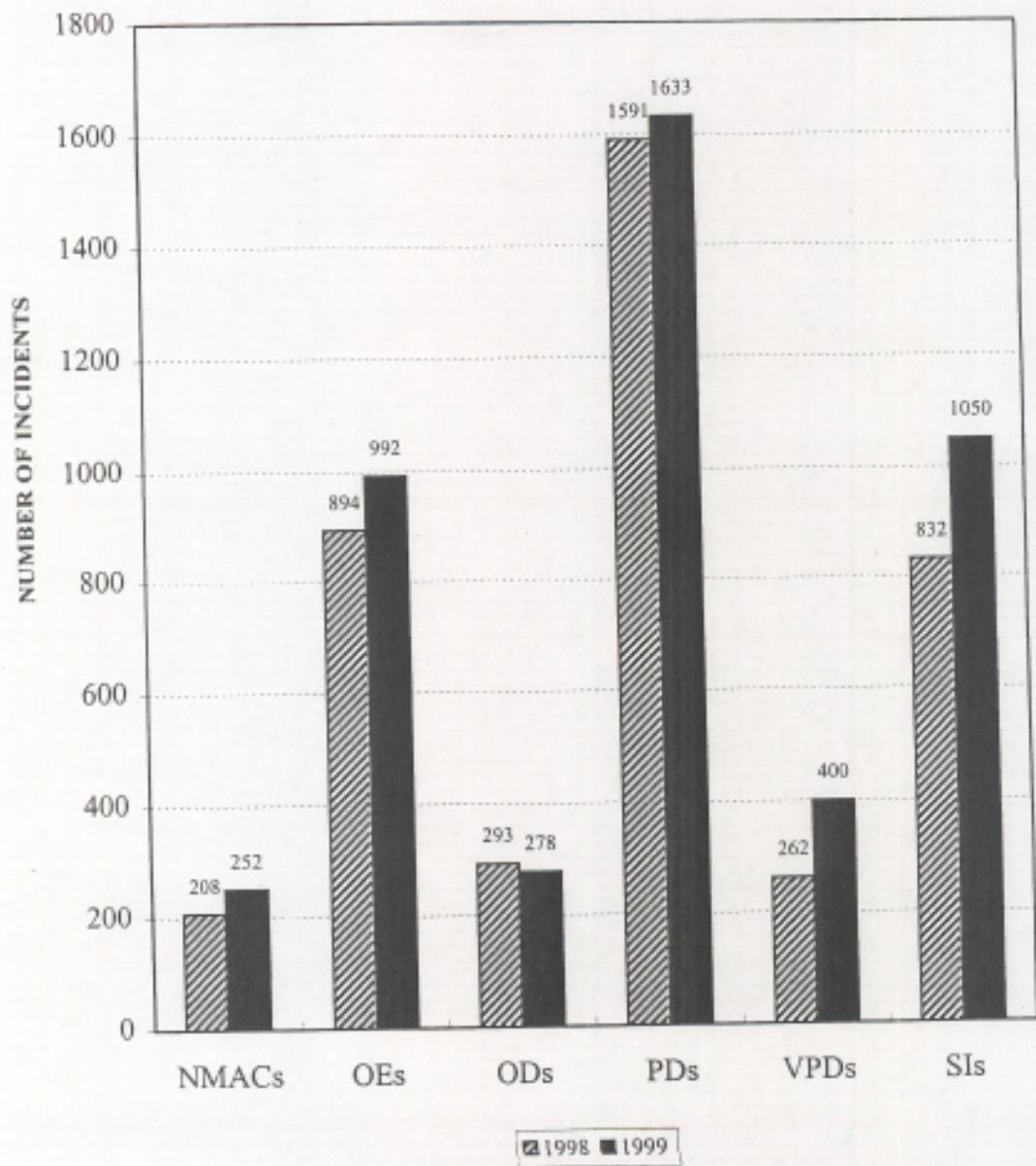
ACCIDENT DATA

Total system accidents decreased 8 percent from 943 during January through June 1999 to 870 for the January through June 2000. About 93 percent of 2000 accidents occurred in the General Aviation segment (805), which decreased 9 percent from 876 in January through June 1999. There were 26 large air carrier accidents in January through June 2000 compared to the same number in January through June 1999. The number of fatal accidents decreased 11 percent from 163 to 147. The total system fatalities increased from 300 to 372 during this period.

NATIONAL AIRSPACE INCIDENTS
JANUARY - JUNE
1999 versus 2000



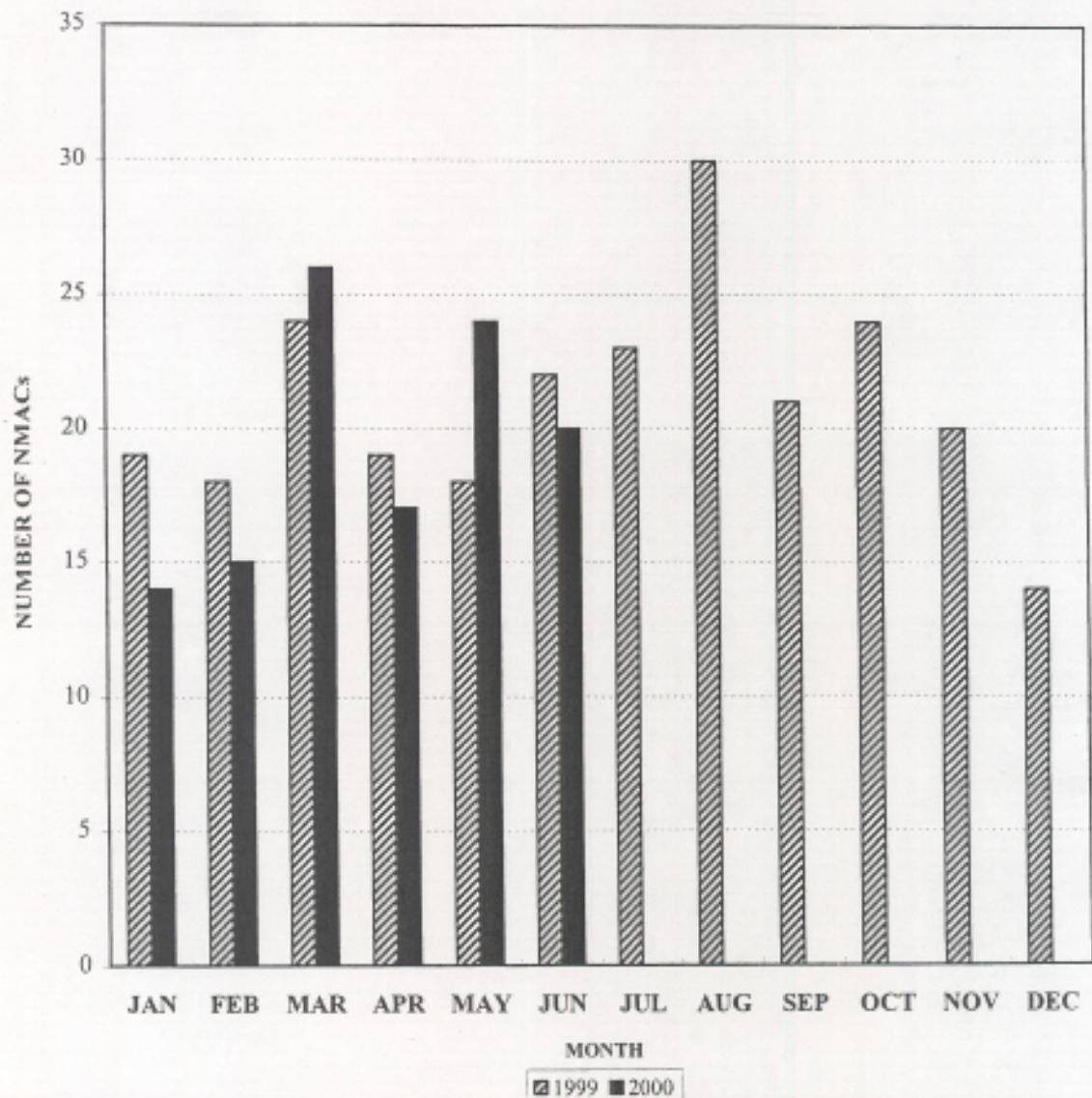
NATIONAL AIRSPACE INCIDENTS CALENDAR YEARS 1998 and 1999



NEAR MIDAIR COLLISIONS*

*The reporting of a **Near Midair Collision** is voluntary and depends in part on the individual's perception of a situation. A report does not necessarily involve the violation of regulations or an error by air traffic controllers, nor does it necessarily represent an unsafe condition. Significant factors influencing the submission of a report June include the proximity of the aircraft involved, the element of surprise in the encounter, or the heightened alertness of the flight crew to the possibility of a Near Midair Collision because of the publicity surrounding a near, or actual, midair collision. Some Near Midair Collisions, including those which June involve unsafe conditions, June not be reported. Some reasons are the failure to see the other aircraft or to perceive accurately the distance from another aircraft due to restricted visibility or the relative angle of approach. Others are the fear of penalty, or lack of awareness of the NMAC reporting system. **Data are preliminary and subject to change.**

**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY MONTH
1999 - JUNE 2000**

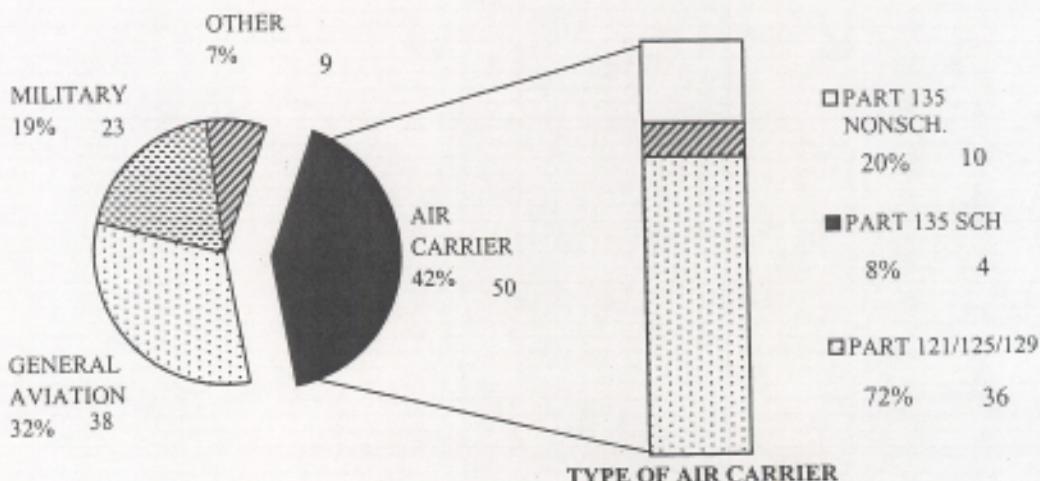


1999	19	18	24	19	18	22	23	30	21	24	20	14
2000	14	15	26	17	24	20	23	30	21	24	20	14

PILOT-REPORTED NEAR MIDAIR COLLISIONS BY REPORTING OPERATOR TYPE

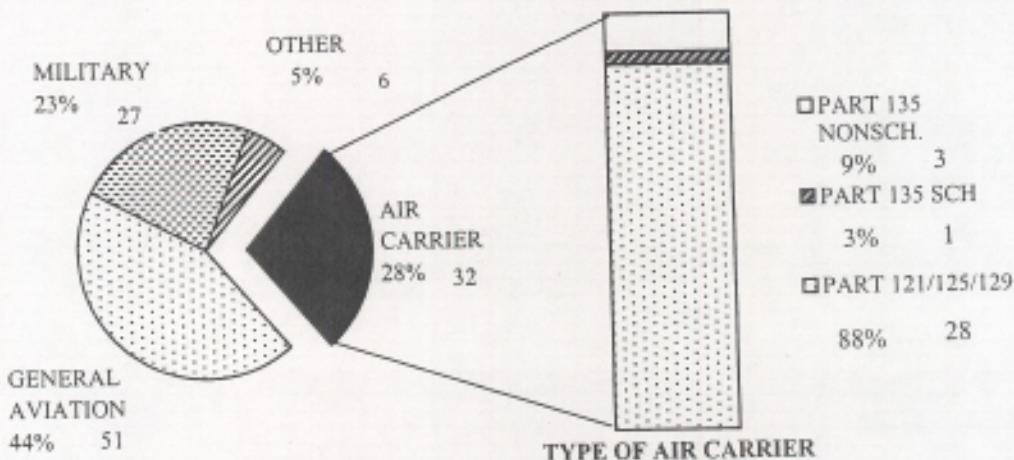
1999 versus 2000

JANUARY - JUNE 1999



OPERATOR TYPE

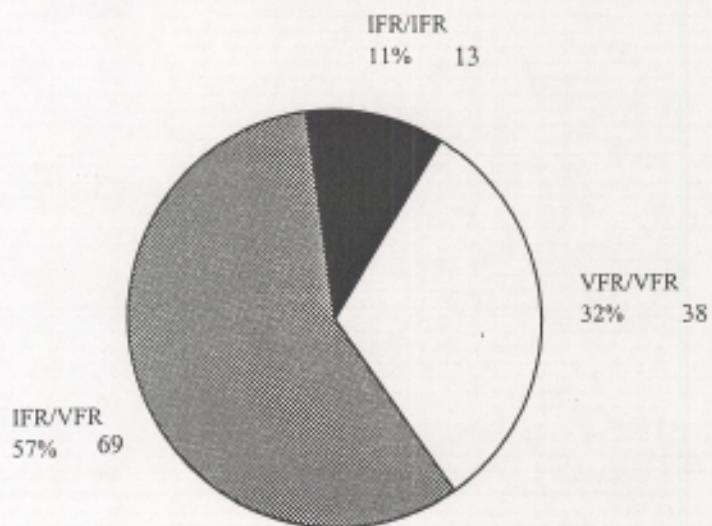
JANUARY - JUNE 2000



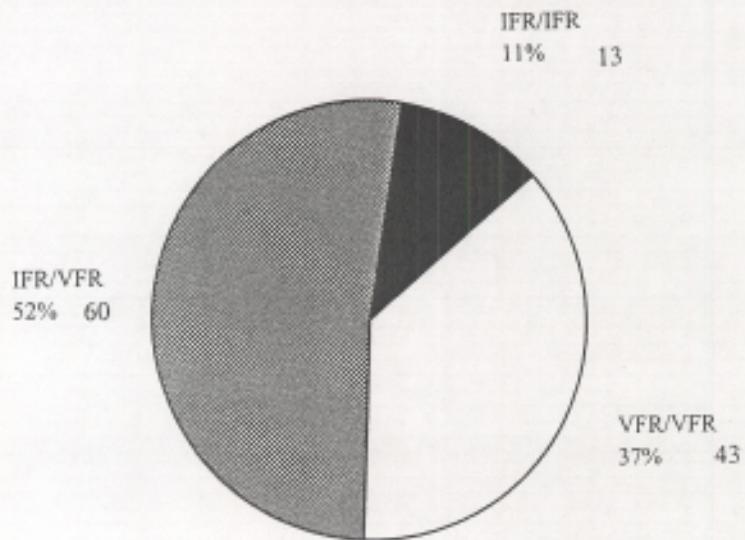
OPERATOR TYPE

PILOT-REPORTED NEAR MIDAIR COLLISIONS 1999 versus 2000

JANUARY - JUNE 1999



JANUARY - JUNE 2000



**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY DEGREE OF HAZARD AND MONTH
1999 - JUNE 2000**

1999

MONTH	DEGREE OF HAZARD				TOTAL
	Critical	Potential	No Hazard	Not Reported	
JAN	3	7	2	7	19
FEB	2	9	3	4	18
MAR	4	5	8	7	24
APR	0	12	4	3	19
MAY	2	3	8	5	18
JUN	2	9	6	5	22
JUL	1	12	8	2	23
AUG	2	12	7	9	30
SEP	2	8	0	11	21
OCT	2	9	6	7	24
NOV	2	12	1	5	20
DEC	3	6	2	3	14
TOTAL	25	104	55	68	252

2000

MONTH	DEGREE OF HAZARD				TOTAL
	Critical	Potential	No Hazard	Not Reported	
JAN	2	8	3	1	14
FEB	1	7	0	7	15
MAR	2	11	6	7	26
APR	2	4	4	7	17
MAY	2	11	2	9	24
JUN	0	5	1	14	20
JUL					
AUG					
SEP					
OCT					
NOV					
DEC					
TOTAL	9	46	16	45	116

**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY REGION AND MONTH
1999 - JUNE 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	1	2	1	0	1	3	6	5	19
FEB	1	1	2	1	1	1	3	3	5	18
MAR	0	2	3	3	0	4	0	1	11	24
APR	1	1	1	4	0	1	4	1	6	19
MAY	0	0	2	3	1	1	1	4	6	18
JUN	1	1	3	2	0	2	4	2	7	22
JUL	2	2	2	3	1	5	1	1	6	23
AUG	2	1	5	5	1	4	4	5	3	30
SEP	0	2	3	2	2	2	3	4	3	21
OCT	0	1	6	1	0	1	2	3	10	24
NOV	0	1	4	1	0	0	4	3	7	20
DEC	2	2	1	1	0	0	4	2	2	14
TOTAL	9	15	34	27	6	22	33	35	71	252

2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	1	2	1	0	2	2	2	4	14
FEB	0	1	0	1	0	2	4	2	5	15
MAR	2	1	2	1	1	1	7	2	9	26
APR	0	1	0	0	0	1	4	2	9	17
MAY	0	0	2	0	2	2	5	4	9	24
JUN	0	0	1	1	0	1	7	3	7	20
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	2	4	7	4	3	9	29	15	43	116

PILOT-REPORTED NEAR MIDAIR COLLISIONS BY STATE AND TERRITORY
1999 versus 2000

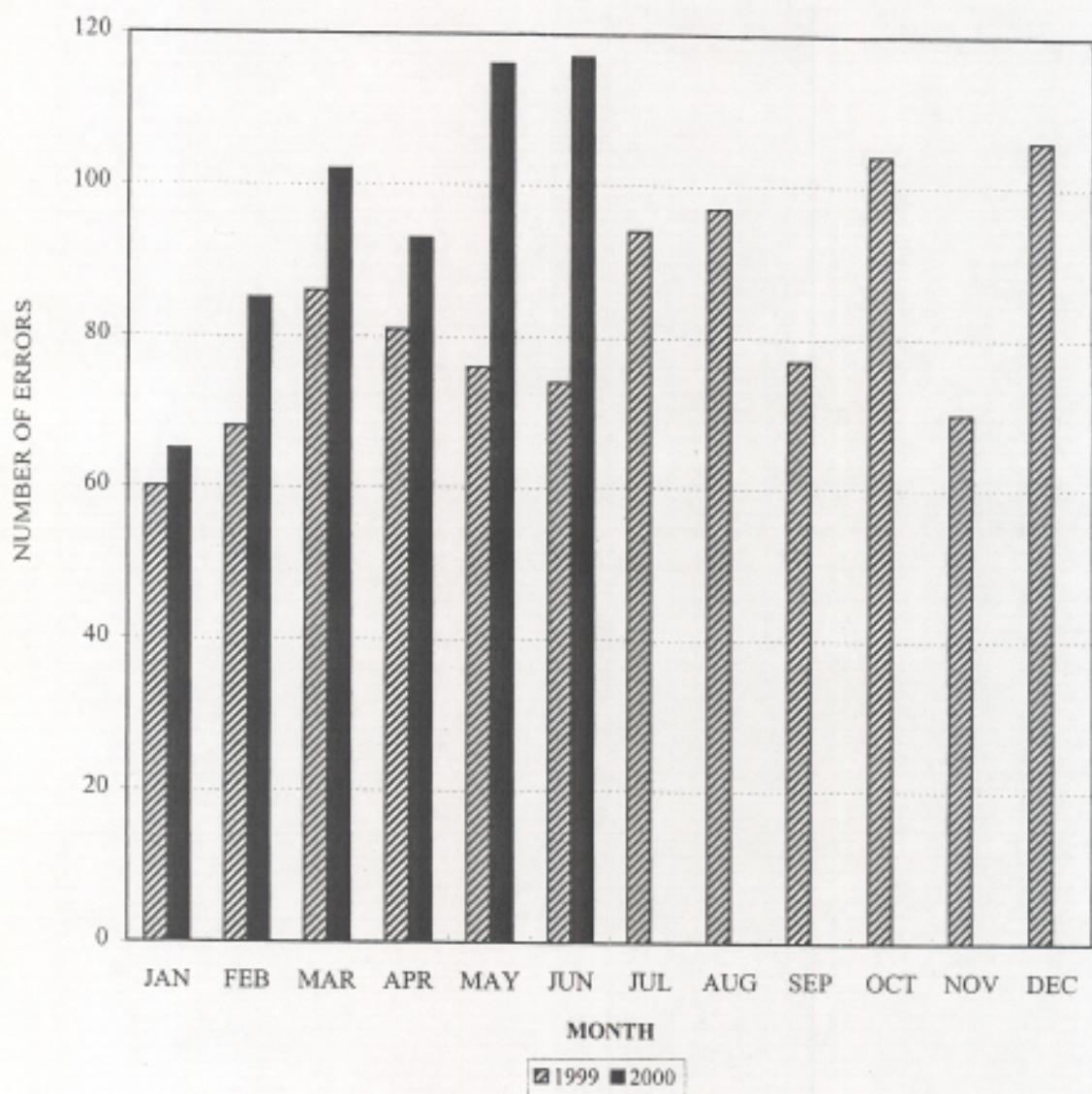
STATE	JAN-JUN	JAN-JUN	STATE	JAN-JUN	JAN-JUN
	1999	2000		1999	2000
Alabama	1	0	Montana	1	0
Alaska	3	2	Nebraska	0	0
Arizona	9	12	Nevada	1	5
Arkansas	0	0	New Hampshire	1	0
Atlantic Ocean	1	0	New Jersey	2	1
Bahamas*	0	0	New Mexico	1	2
California	24	23	New York	2	1
Colorado	3	2	North Carolina	0	4
Connecticut	1	0	North Dakota	5	0
Delaware	0	1	Ohio	2	0
District of Columbia	0	0	Oklahoma	3	2
Florida	7	15	Oregon	1	1
Georgia	4	3	Pennsylvania	2	3
Guam*	0	0	Puerto Rico*	0	2
Hawaii	4	2	Rhode Island	0	0
Idaho	1	0	South Carolina	0	1
Illinois	4	2	South Dakota	0	0
Indiana	1	1	Tennessee	0	3
Iowa	4	0	Texas	10	10
Kansas	4	2	Utah	1	3
Kentucky	3	0	Vermont	0	0
Louisiana	0	2	Virgin Islands*	0	0
Maine	0	0	Virginia	2	1
Maryland	2	0	Wake Island*	0	0
Massachusetts	0	3	Washington	3	4
Michigan	0	0	West Virginia	2	0
Minnesota	2	0	Wisconsin	1	1
Mississippi	1	1	Wyoming	1	0
Missouri	0	1			
			TOTAL	120	116

*U.S. Controlled Airspace

OPERATIONAL ERRORS/DEVIATIONS*

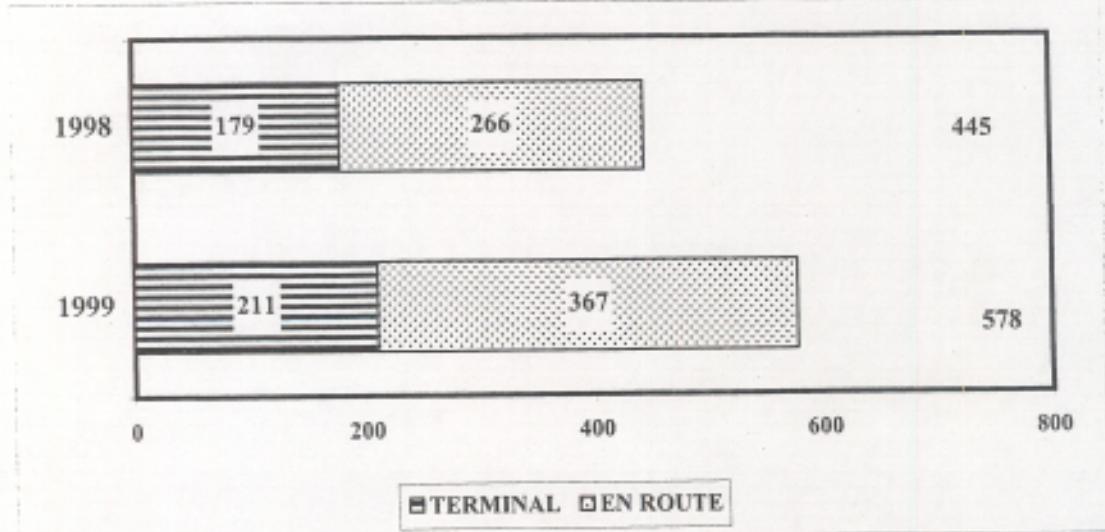
*The use of absolute numbers of Operational Errors/Deviations as an indication of the performance of the air traffic control system can be misleading because of the apparent relationship between Operational Errors/Deviations and traffic activity. An increase or decrease in the error/deviation count June merely reflect a corresponding rise or fall in the number of aircraft using the national airspace over a given period. Data are preliminary and subject to change.

**OPERATIONAL ERRORS
BY MONTH
1999 - June 2000**



1999	60	68	86	81	76	74	94	97	77	104	70	105
2000	65	85	102	93	116	117						

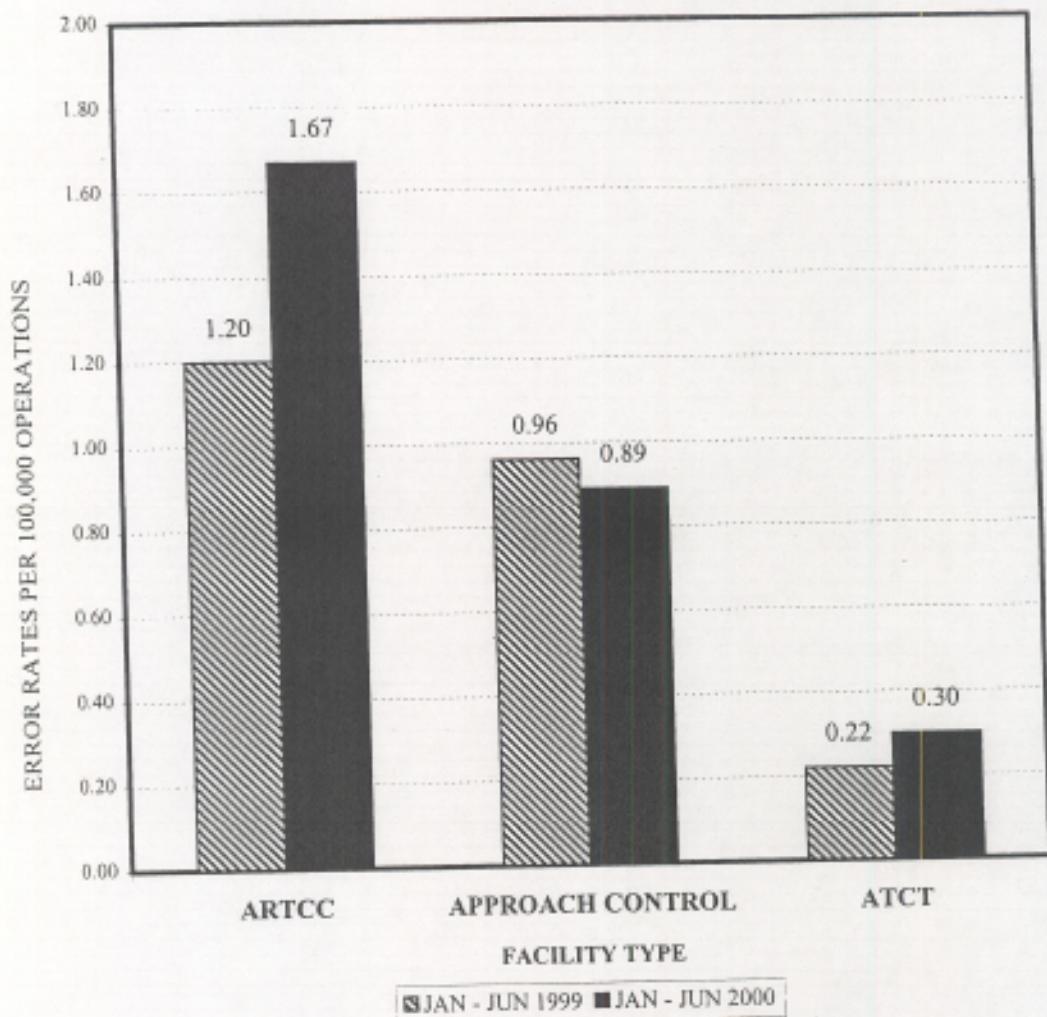
OPERATIONAL ERRORS
JANUARY-JUNE
1999 versus 2000



MONTH	TYPE OF OPERATIONAL ERRORS JAN-JUN 1999				TYPE OF OPERATIONAL ERRORS JAN-JUN 2000			
	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	29	31	0	60	19	46	0	65
FEB	24	44	0	68	29	56	0	85
MAR	31	54	1	86	43	59	0	102
APR	28	53	0	81	35	58	0	93
MAY	31	45	0	76	42	74	0	116
JUN	35	39	0	74	43	74	0	117
JUL								
AUG								
SEP								
OCT								
NOV								
DEC								
TOTAL	178	266	1	445	211	367	0	578

Note: In graphic overview FSSs are included in Terminals.

**OPERATIONAL ERROR RATES
BY FACILITY TYPE
1999 versus 2000**

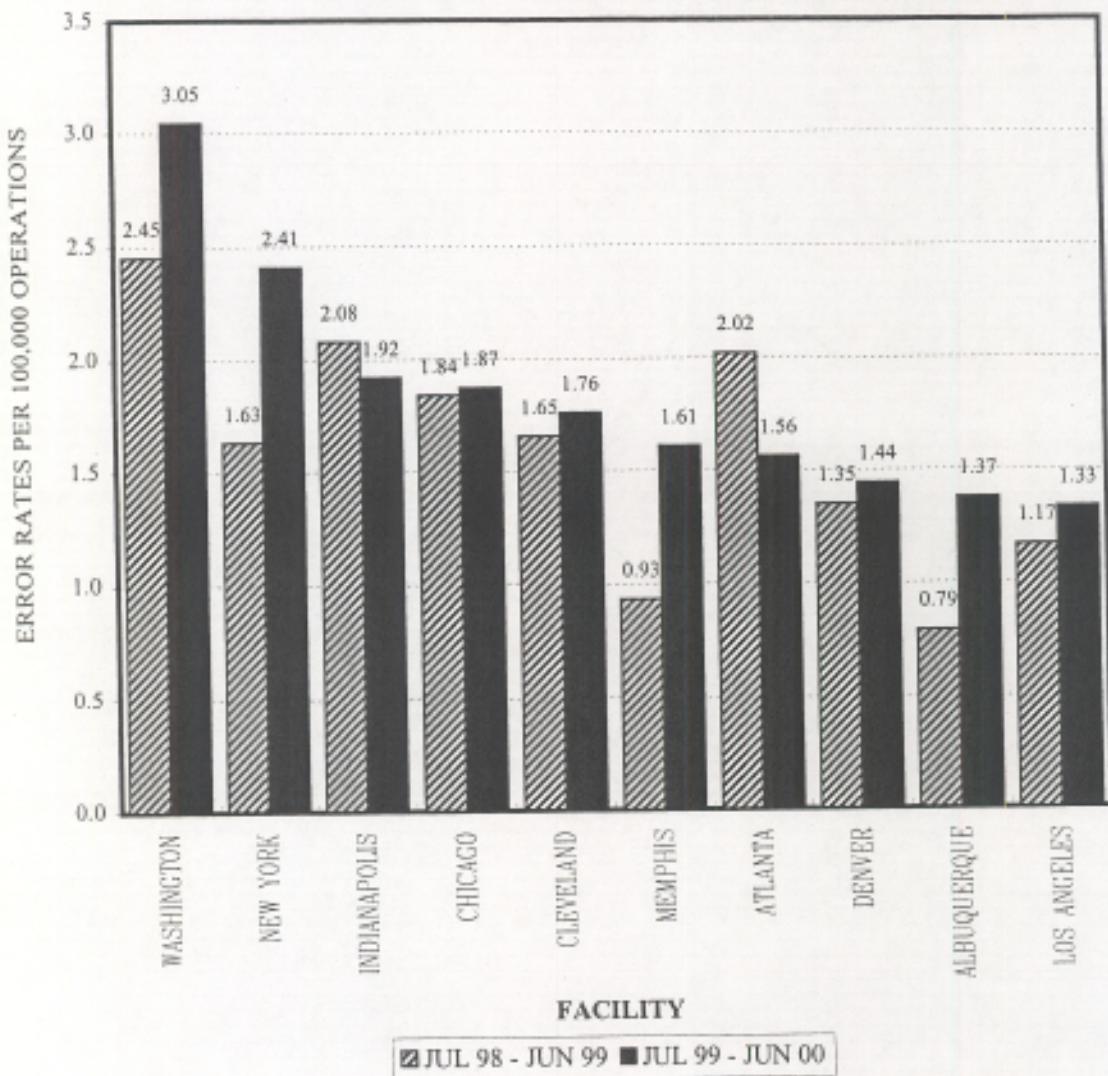


Actual Error Data thru 06/30/2000

Actual Activity Data thru 03/31/2000

Forecast Activity Data 04/01/2000 - 06/30/2000

**OPERATIONAL ERROR RATES
TOP ARTCCs (2000 RANKING)
12 MONTH COMPARISION**

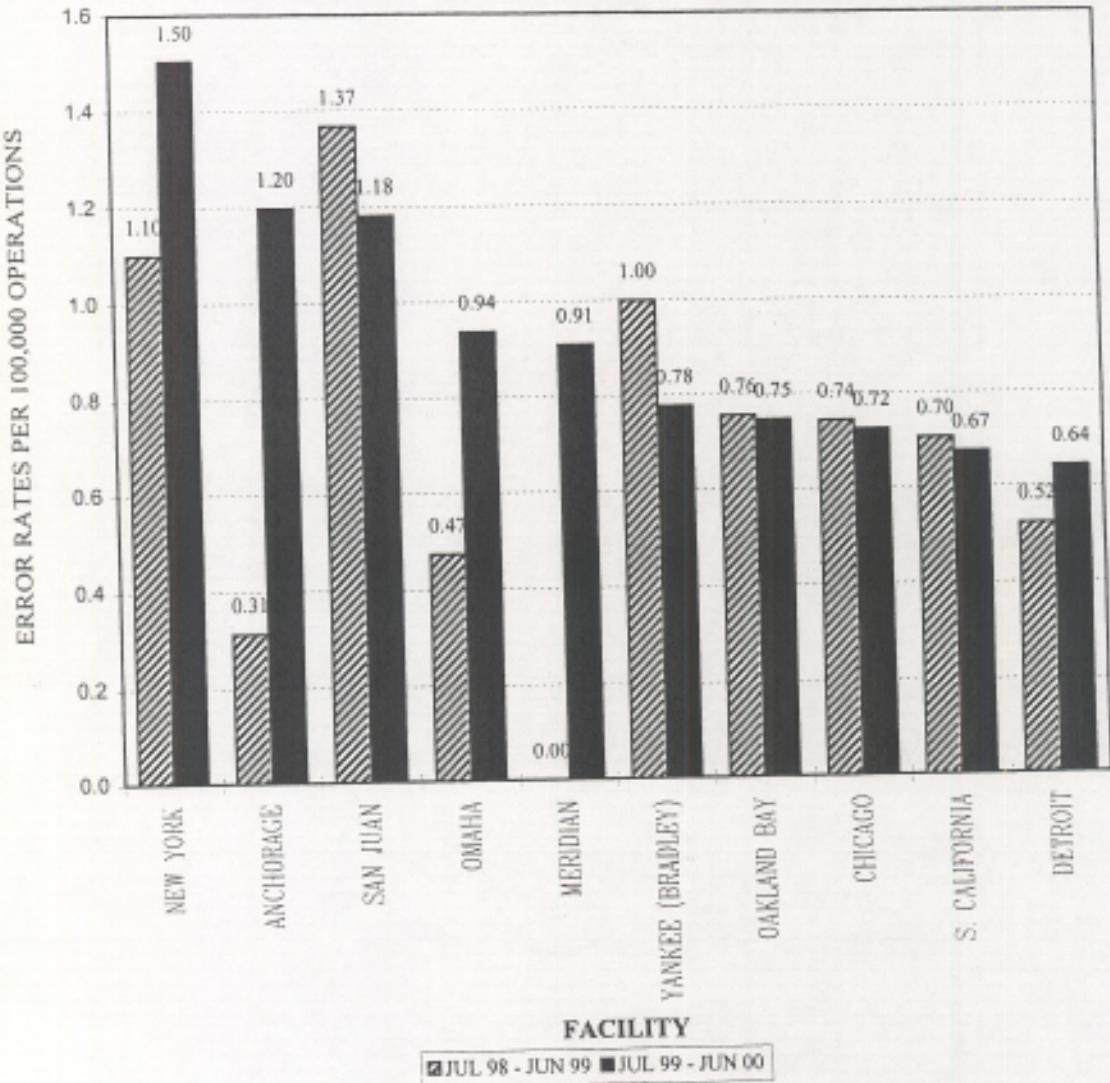


Actual Error Data thru 06/30/2000

Actual Activity Data thru 03/31/2000

Forecast Activity Data 04/01/2000 - 06/30/2000

**OPERATIONAL ERROR RATES
TOP TRACONs (2000 RANKING)
12 MONTH COMPARISION**



Actual Error Data thru 06/30/2000

Actual Activity Data thru 03/31/2000

Forecast Activity Data 04/01/2000 - 06/30/2000

CERAPS are included in TRACONS

**OPERATIONAL ERRORS
BY REGION BY MONTH**
1999 - JUNE 2000

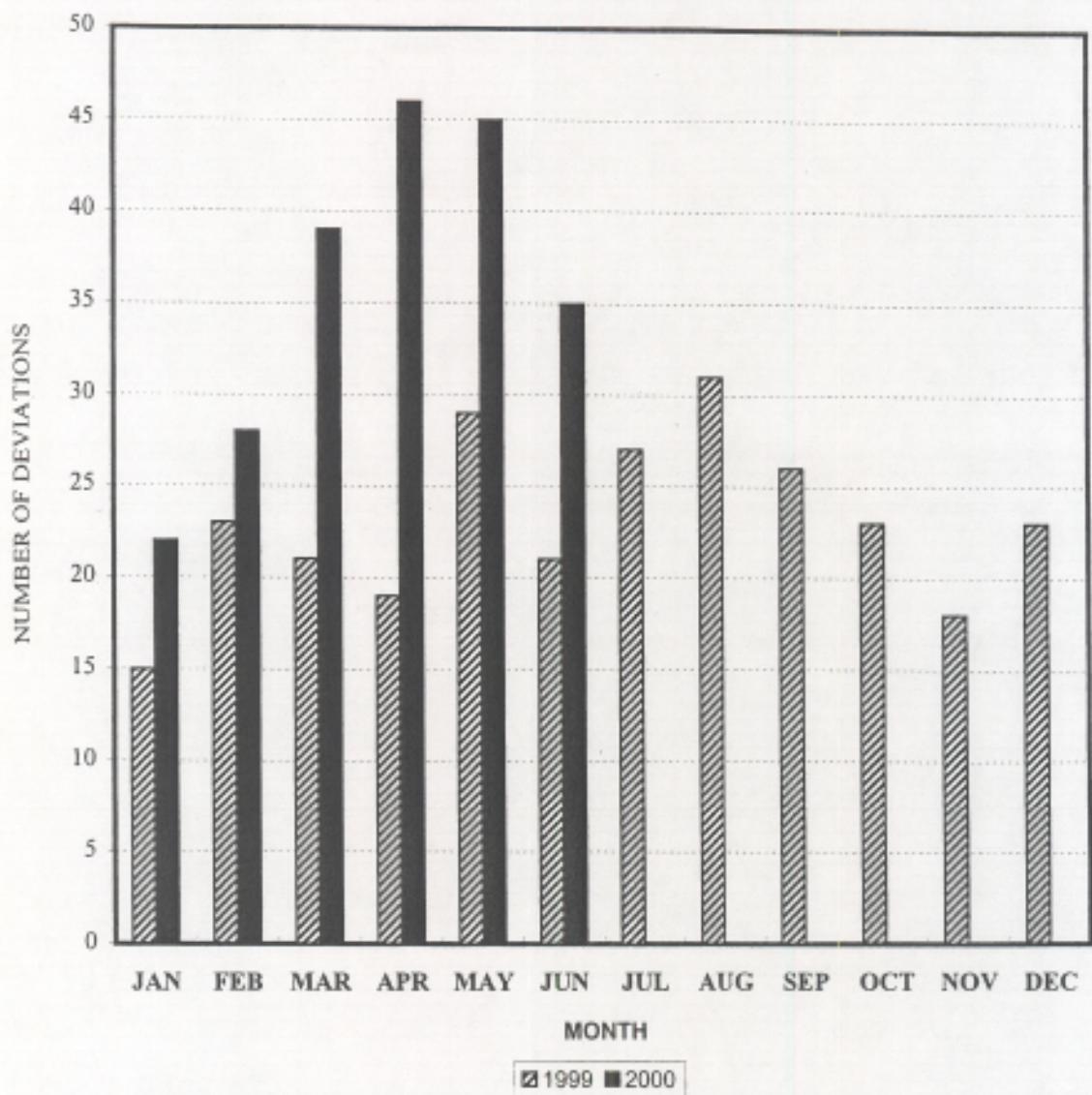
1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	3	15	13	1	3	14	5	6	60
FEB	1	1	14	21	0	3	19	4	5	68
MAR	3	2	16	15	4	5	19	9	13	86
APR	0	5	15	21	0	6	21	8	5	81
MAY	0	6	16	18	2	4	11	11	8	76
JUN	0	6	17	14	3	4	11	9	10	74
JUL	5	3	21	16	5	7	21	10	6	94
AUG	5	5	31	24	3	5	12	5	7	97
SEP	0	4	22	23	2	2	8	9	7	77
OCT	1	3	21	29	6	4	19	10	11	104
NOV	0	2	14	20	2	3	14	6	9	70
DEC	2	3	18	22	3	8	26	8	15	105
TOTAL	17	43	220	236	31	54	195	94	102	992

2000

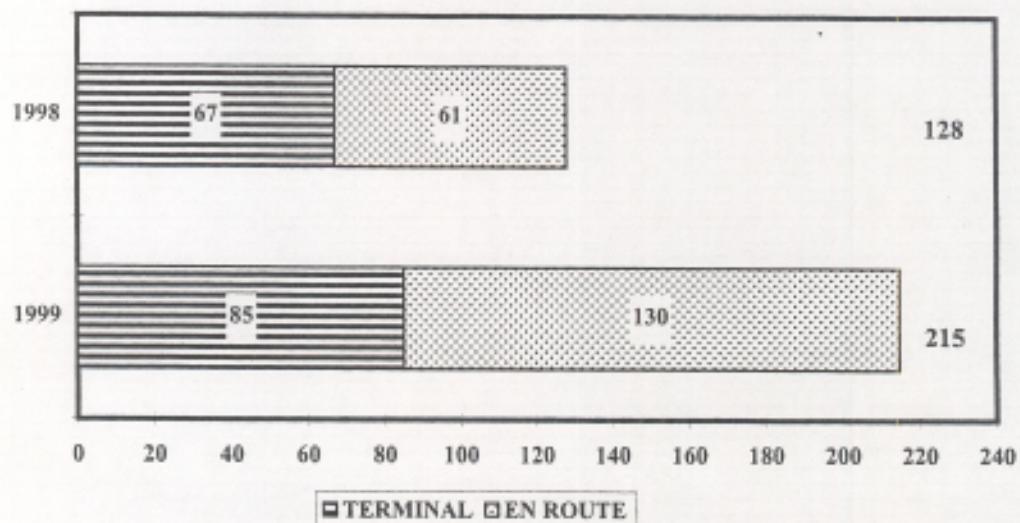
MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	4	13	18	0	4	10	9	7	65
FEB	0	6	22	19	2	4	14	11	7	85
MAR	1	2	15	21	1	6	34	8	14	102
APR	0	6	25	14	1	4	21	10	12	93
MAY	2	5	37	26	5	8	13	9	11	116
JUN	0	2	29	33	3	5	18	18	9	117
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	3	25	141	131	12	31	110	65	60	578

**OPERATIONAL DEVIATIONS
BY MONTH
1999 - JUNE 2000**



1999	15	23	21	19	29	21	27	31	26	23	18	23
2000	22	28	39	46	45	35						

OPERATIONAL DEVIATIONS
JANUARY-JUNE
1999 versus 2000



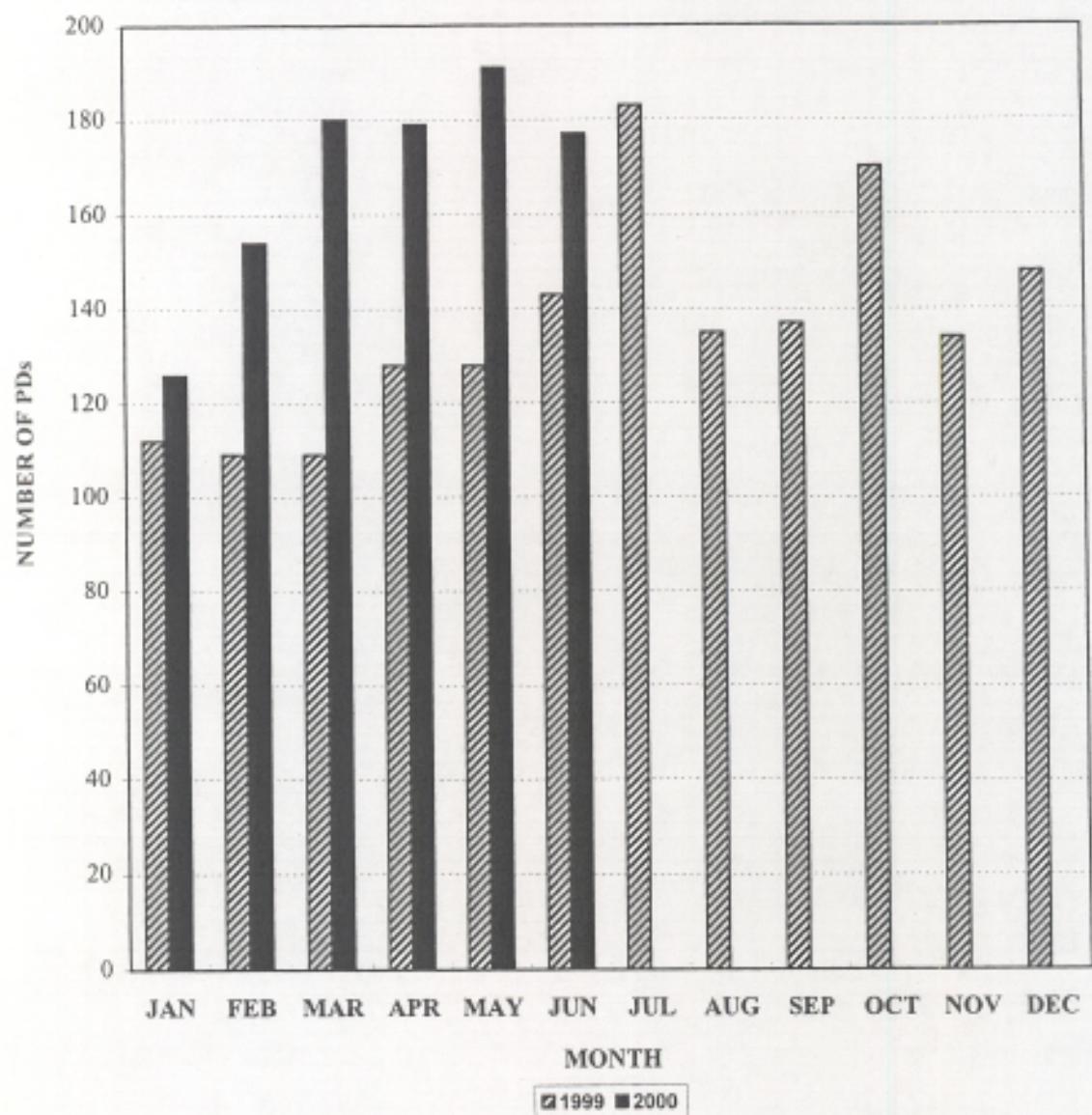
MONTH	TYPE OF OPERATIONAL DEVIATIONS JAN-JUN 1999				TYPE OF OPERATIONAL DEVIATIONS JAN-JUN 2000			
	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	7	7	1	15	13	9	0	22
FEB	13	10	0	23	9	19	0	28
MAR	11	8	2	21	13	23	3	39
APR	9	10	0	19	16	30	0	46
MAY	14	15	0	29	19	26	0	45
JUN	9	11	1	21	12	23	0	35
JUL								
AUG								
SEP								
OCT								
NOV								
DEC								
TOTAL	63	61	4	128	82	130	3	215

Note: In graphic overview FSSs are included in Terminals.

PILOT DEVIATIONS*

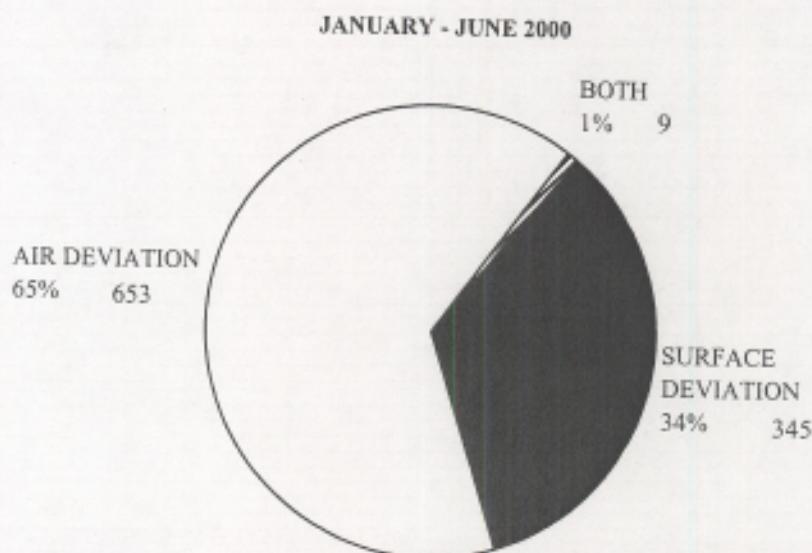
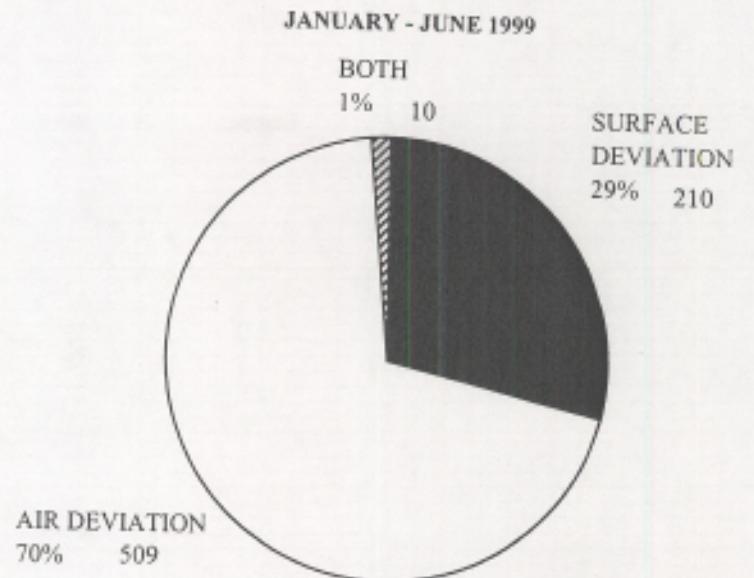
*While the **Pilot Deviation** data are considered useful in identifying possible trends associated with Pilot Deviation occurrences, there are certain limitations which should be considered when using the data presented in this report. The information in the database reflects a mix of preliminary and final reports. Thus, the data presented are subject to minor changes as all reports become final. Pilot Deviations monthly totals require at least 90 days to stabilize completely due to reporting procedures, volume, and workload; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period. Data are preliminary and subject to change.

**PILOT DEVIATIONS
BY MONTH
1999 - JUNE 2000**



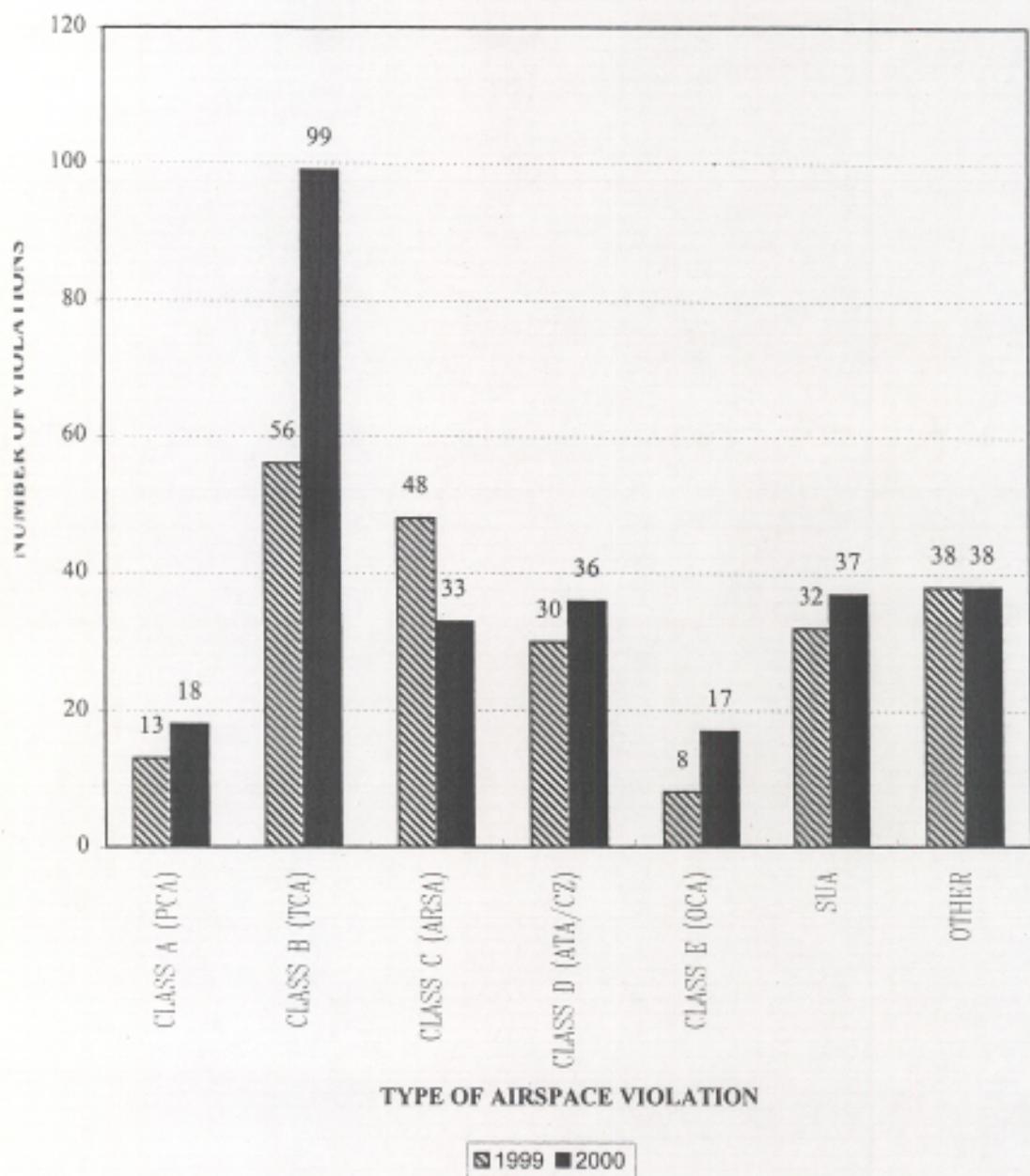
1999	112	109	109	128	128	143	183	135	137	170	131	148
2000	126	154	180	179	191	177						

PILOT DEVIATIONS BY DEVIATION TYPE 1999 versus 2000



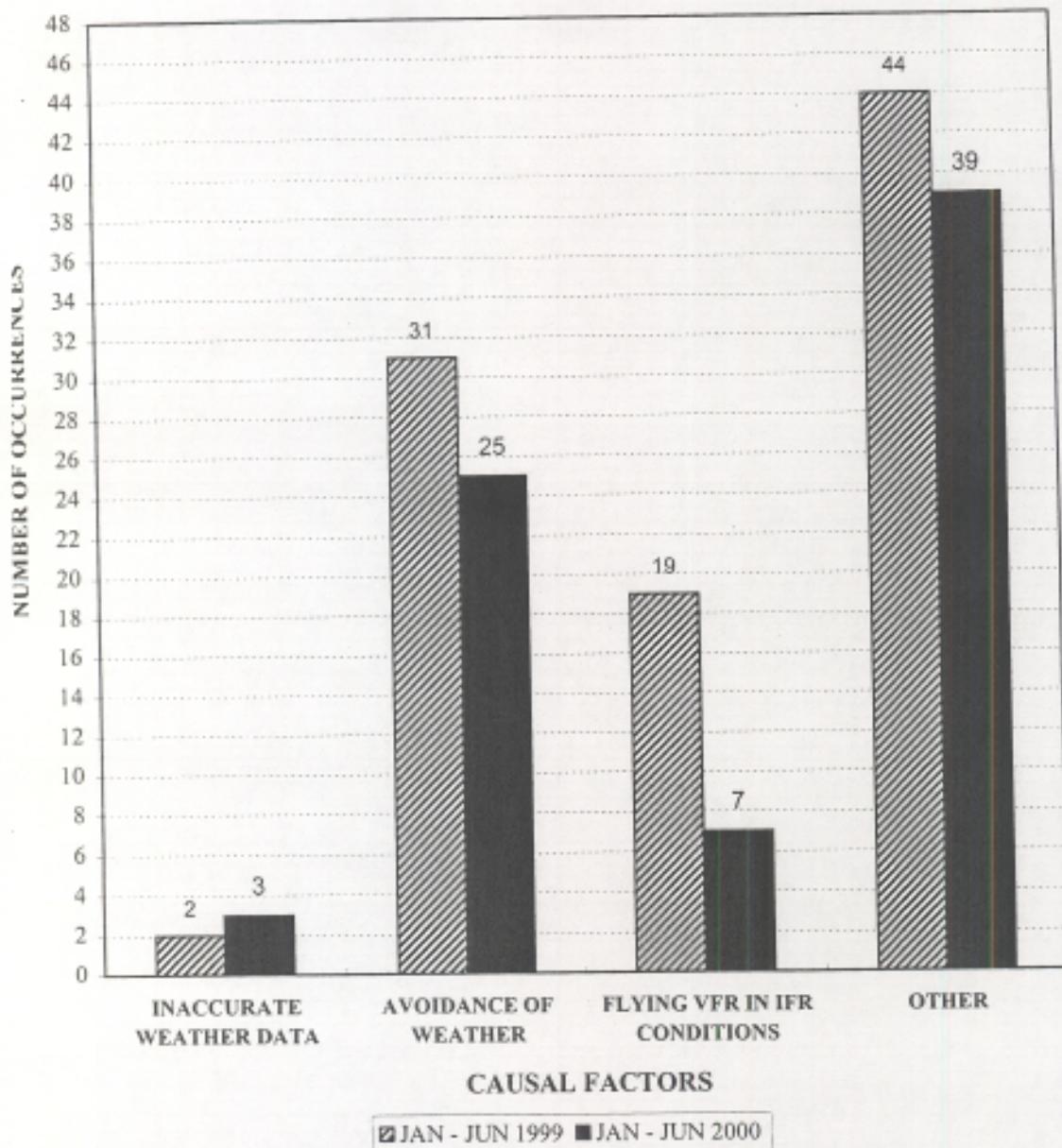
NOTE: The total number of deviations exceeds the number of reports. One report may involve multiple deviations, including both air and surface deviations on the same report.

**PILOT DEVIATIONS
BY TYPE OF AIRSPACE VIOLATION
JANUARY - JUNE
1999 versus 2000**

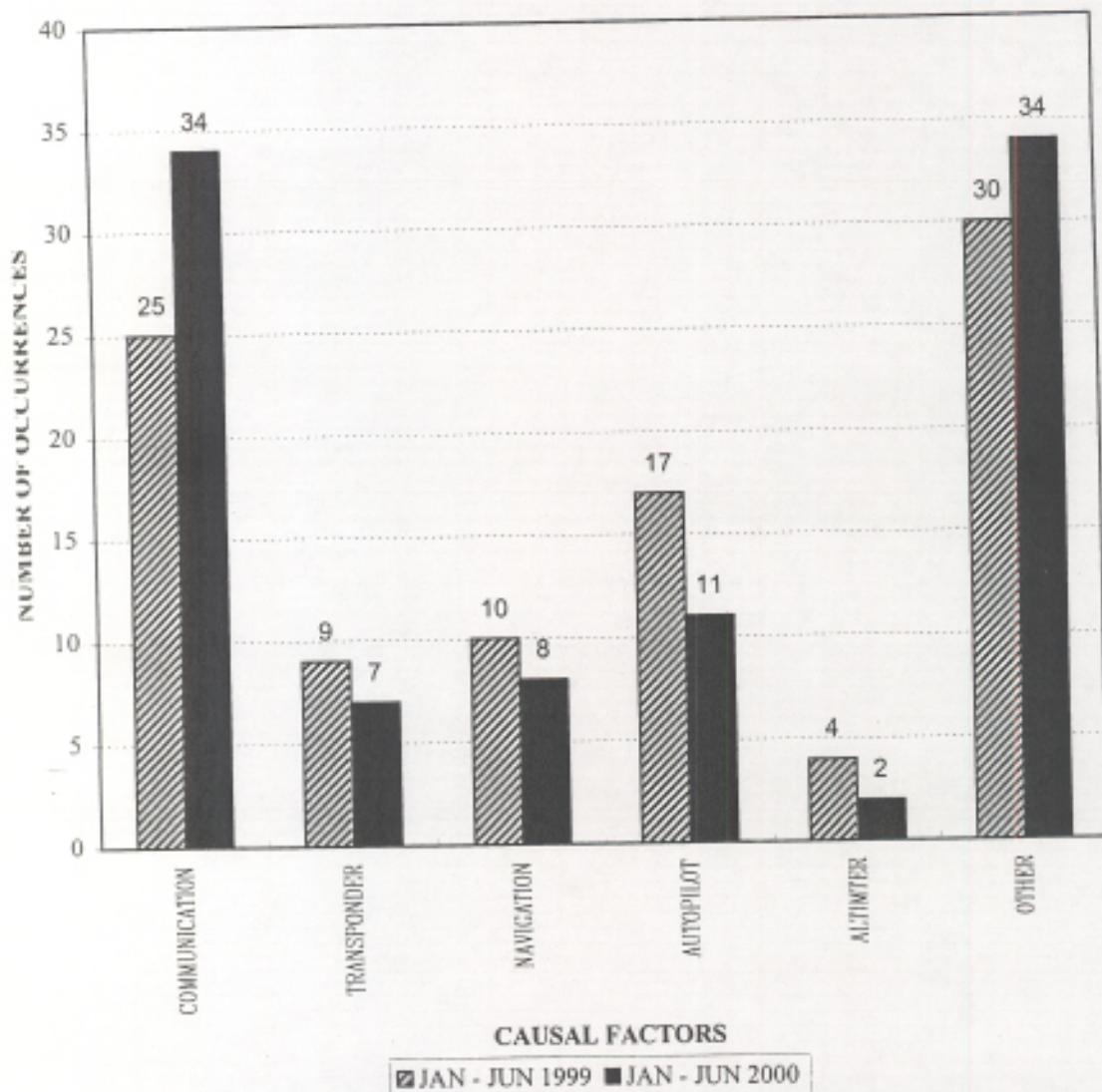


OTHER also includes Unknown.

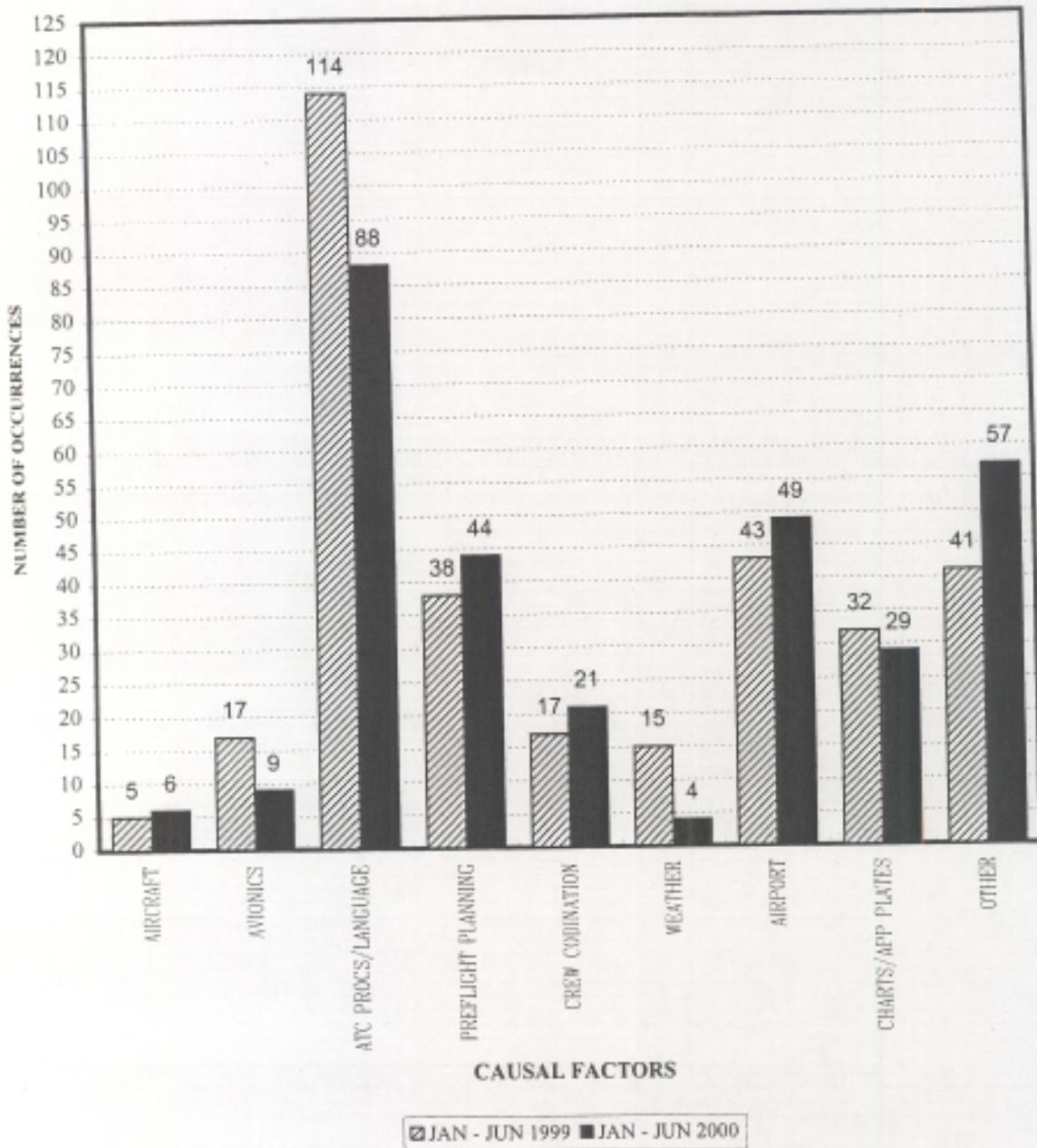
PILOT DEVIATIONS BY CAUSAL FACTORS
WEATHER
1999 versus 2000



PILOT DEVIATIONS BY CAUSAL FACTORS
AIRCRAFT EQUIPMENT MALFUNCTION
1999 versus 2000



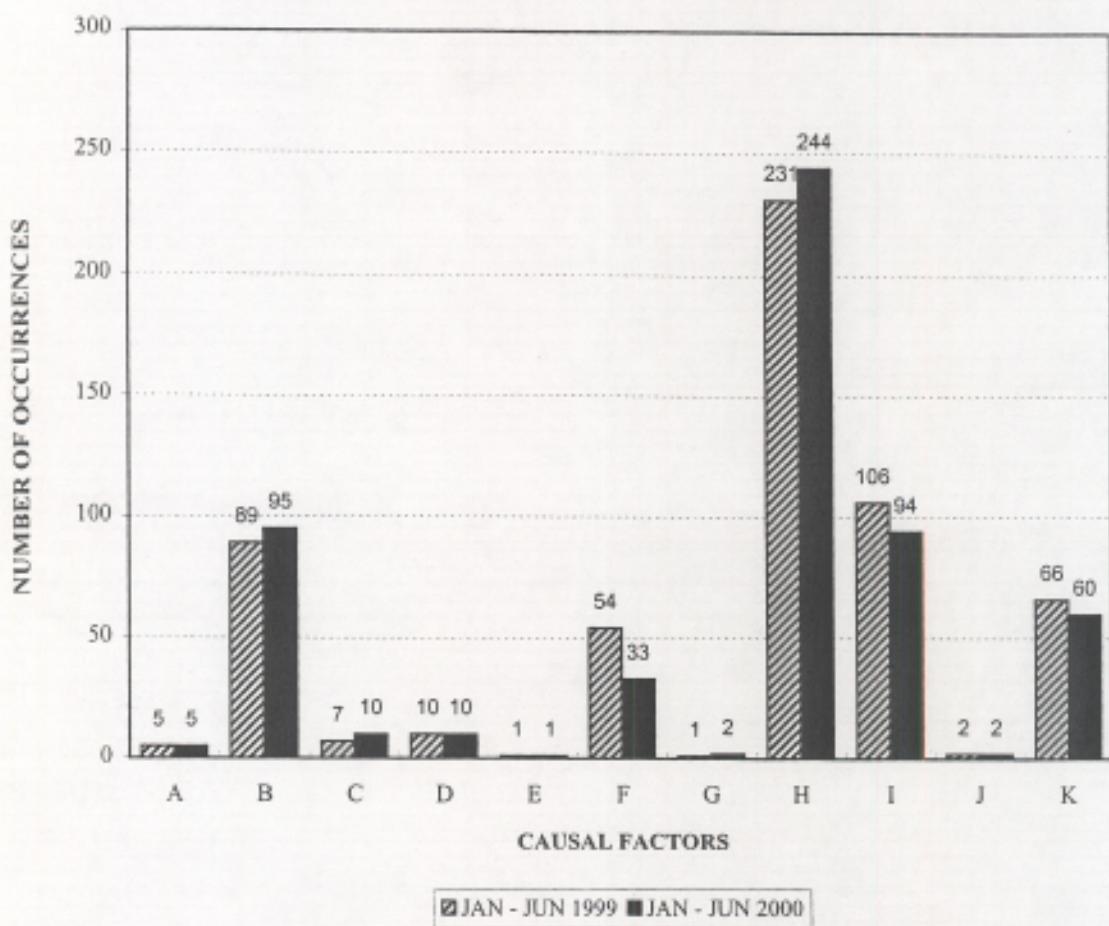
PILOT DEVIATIONS BY CAUSAL FACTORS
PILOT'S KNOWLEDGE/EXPERIENCE
1999 versus 2000



PILOT DEVIATIONS CAUSAL FACTORS

OPERATIONAL

1999 versus 2000



- A. Overworked
- B. Distracted
- C. Fatigued
- D. Not Actively Scanning
- E. Unable to Locate Traffic, Even With Traffic Advisory
- F. Disoriented or Lost
- G. Sick
- H. Not Following ATC Instructions
- I. Operating in Class A, B, C, or D Without Required Communication or Authorization
- J. Operating With Transponder Off
- K. Other

**PILOT DEVIATIONS
BY REGION BY MONTH
1999 - JUNE 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	1	3	16	19	1	14	25	12	21	112
FEB	1	11	10	12	1	5	29	18	22	109
MAR	3	3	15	23	2	5	22	10	26	109
APR	5	3	16	18	3	9	41	10	23	128
MAY	2	7	18	20	3	8	24	12	34	128
JUN	2	3	30	25	5	10	24	14	30	143
JUL	1	4	25	33	14	16	40	14	36	183
AUG	3	6	21	28	4	9	24	9	31	135
SEP	1	6	16	20	2	9	34	8	41	137
OCT	1	10	35	21	2	19	23	21	38	170
NOV	2	9	19	22	4	10	30	11	24	131
DEC	1	8	22	12	5	10	34	15	41	148
TOTAL	23	73	243	253	46	124	350	154	367	1633

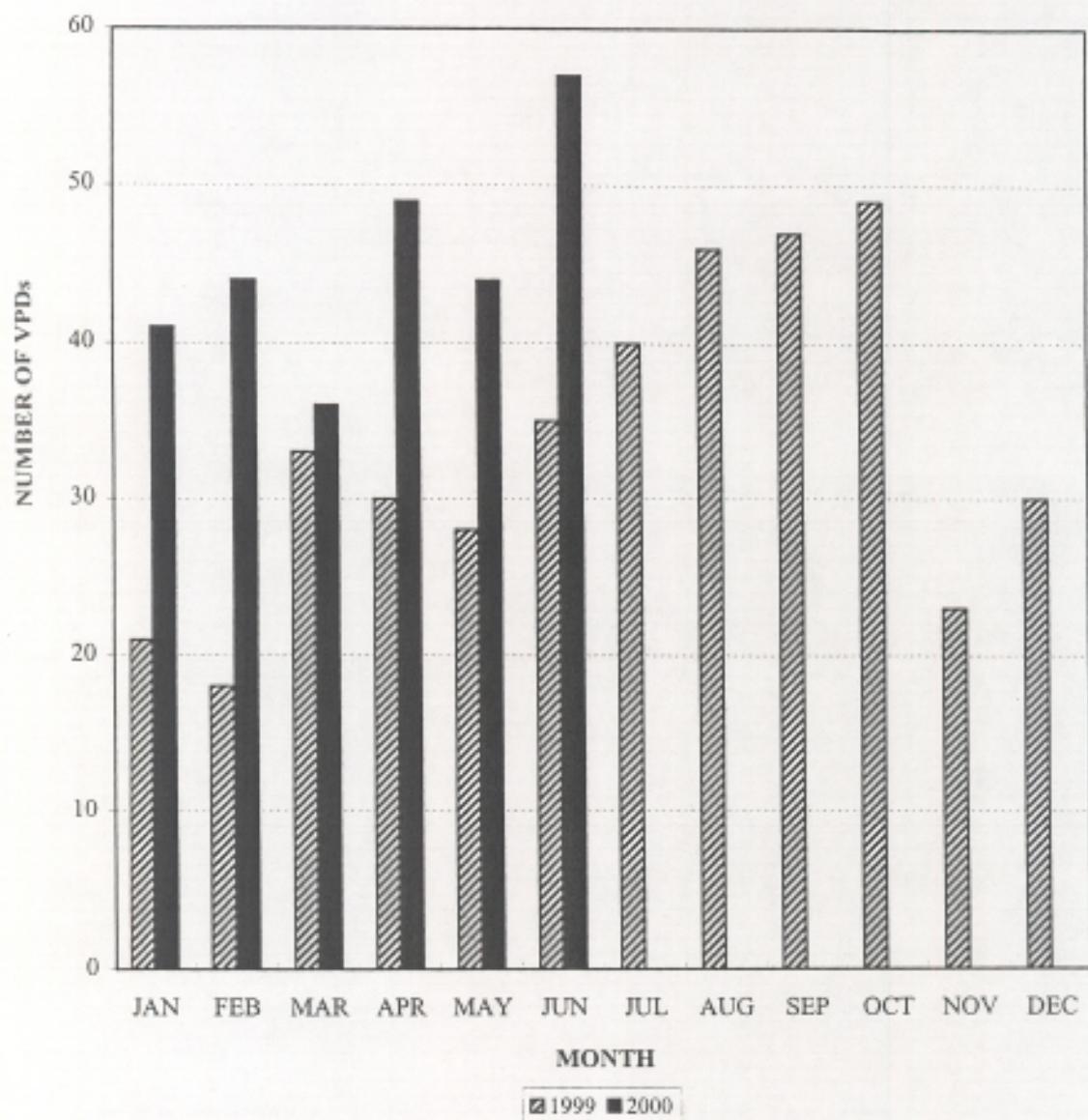
2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	2	5	17	19	4	3	22	19	35	126
FEB	4	4	25	19	2	4	38	20	38	154
MAR	5	7	28	18	6	15	37	20	44	180
APR	5	10	28	27	4	10	23	21	51	179
MAY	0	11	21	22	7	19	40	22	49	191
JUN	5	11	26	26	9	11	23	18	48	177
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	21	48	145	131	32	62	183	120	265	1007

VEHICLE/PEDESTRIAN DEVIATIONS*

*Vehicle/Pedestrian Deviations June require at least 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period. Data are preliminary and subject to change.

**VEHICLE/PEDESTRIAN DEVIATIONS
BY MONTH
1999 - JUNE 2000**



1999	21	18	33	30	28	35	40	46	47	49	23	30
2000	41	44	36	49	44	57						

**AIRPORTS WITH MOST VEHICLE/PEDESTRIAN DEVIATIONS
12 MONTH COMPARISON (2000 RANKING)**

Airport	ID	JULY 98 - JUNE 99	JULY 99 - JUNE 00
Merrill Field Arpt, AK	MRI	20	25
Jeffco Arpt, CO	BJC	9	20
Montgomery Field Arpt, CA	MYF	6	17
Ft. Lauderdale Executive Arpt, FL	FXE	10	16
Andrews AFB, MD	ADW	8	11
David Wayne Hooks Memorial Arpt, TX	DWH	1	11
Luis Munoz Marin Intl, PR	SJU	5	10
Santa Monica Muni Arpt, CA	SMO	1	10
Camarillo Arpt, CA	CMA	0	10
Ann Arbor Muni Arpt, MI	ARB	4	9
Centennial Arpt, CO	APA	1	9
San Francisco Intl, CA	SFO	4	8
Richard Lloyd Jones Jr. Arpt, OK	RVS	8	7
Mnpls-St. Paul Intl/World Chamberlain Arpt, MN	MSP	1	7
Greater Rockford Arpt, IL	RFD	1	6
Albert Whitted Arpt, FL	SPG	0	6
Lambert-St. Louis Intl, MO	STL	6	5
Falcon Field Arpt, AZ	FFZ	4	5
Anoka County-Blaine Arpt (Janes Field), MN	ANE	3	5
Birmingham Arpt, AL	BHM	2	5
Gillespie Field Arpt, CA	SEE	1	5

**VEHICLE/PEDSTRIAN DEVIATIONS
BY REGION AND MONTH
1999 - JUNE 2000**

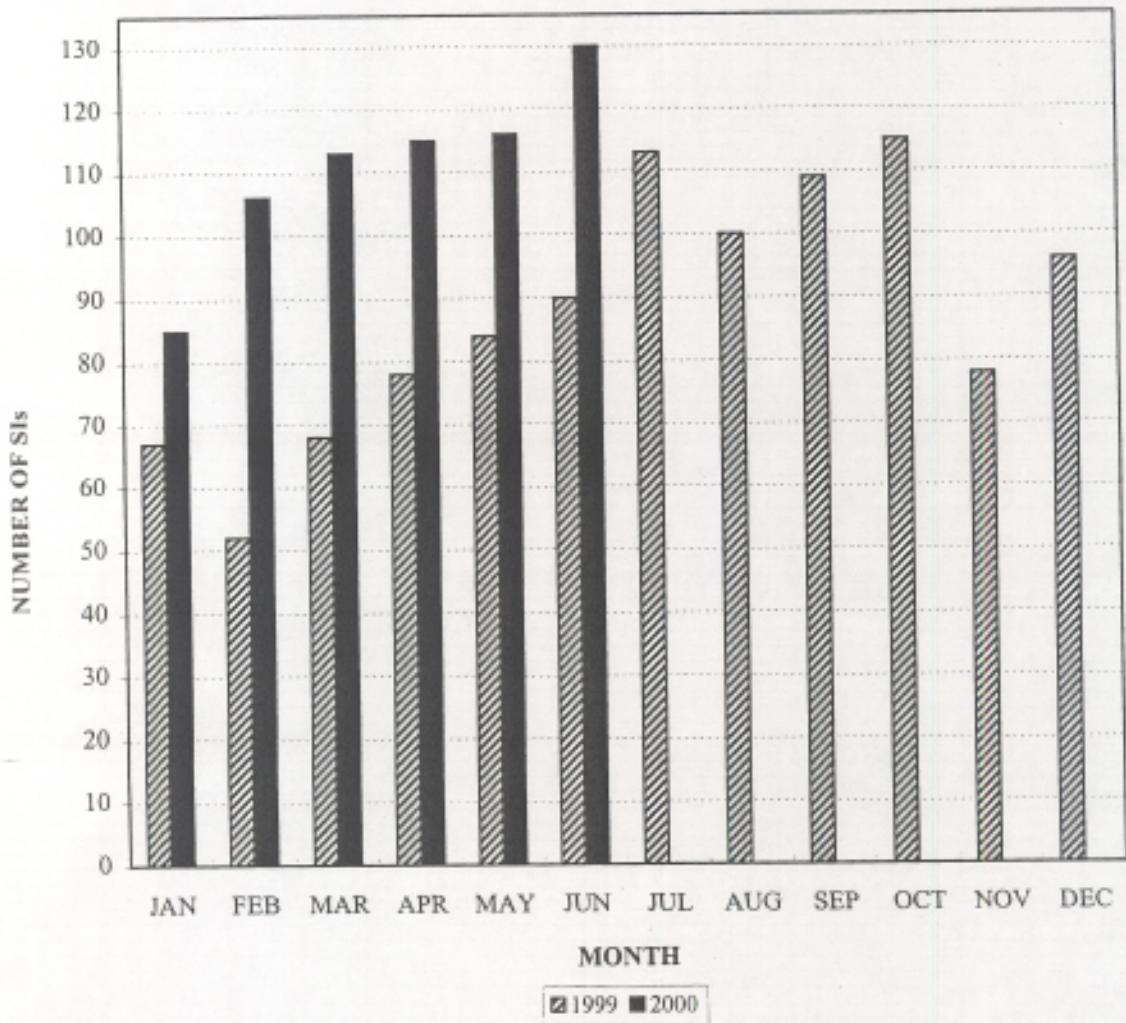
MONTH	1999									TOTAL
	REGION									
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	2	3	5	0	0	8	1	2	21
FEB	0	1	2	4	0	0	5	2	4	18
MAR	2	0	2	12	1	7	7	0	2	33
APR	4	2	4	4	0	3	6	1	6	30
MAY	4	1	6	6	1	3	3	1	3	28
JUN	2	0	9	10	1	2	3	5	3	35
JUL	6	3	2	8	4	3	8	4	2	40
AUG	4	5	4	7	0	7	8	3	8	46
SEP	4	1	7	7	2	1	10	5	10	47
OCT	4	0	8	6	0	6	10	2	13	49
NOV	1	0	1	3	0	3	9	1	5	23
DEC	1	3	2	5	2	5	3	3	6	30
TOTAL	32	18	50	77	11	40	80	28	64	400

MONTH	2000									TOTAL
	REGION									
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	3	2	5	6	0	2	6	6	11	41
FEB	2	0	2	7	2	6	13	5	7	44
MAR	3	0	4	4	0	2	9	5	9	36
APR	2	1	2	6	1	5	7	8	17	49
MAY	5	0	5	6	1	4	8	3	12	44
JUN	5	1	4	10	2	7	9	2	17	57
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	20	4	22	39	6	26	52	29	73	271

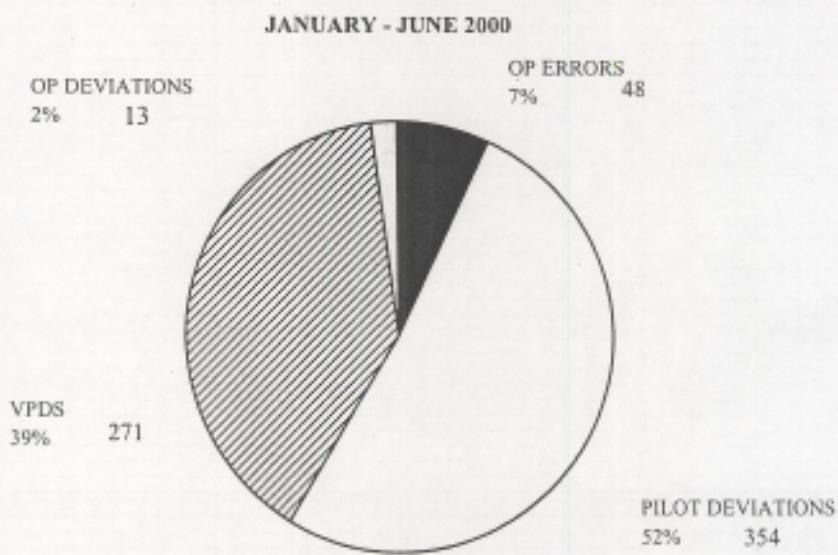
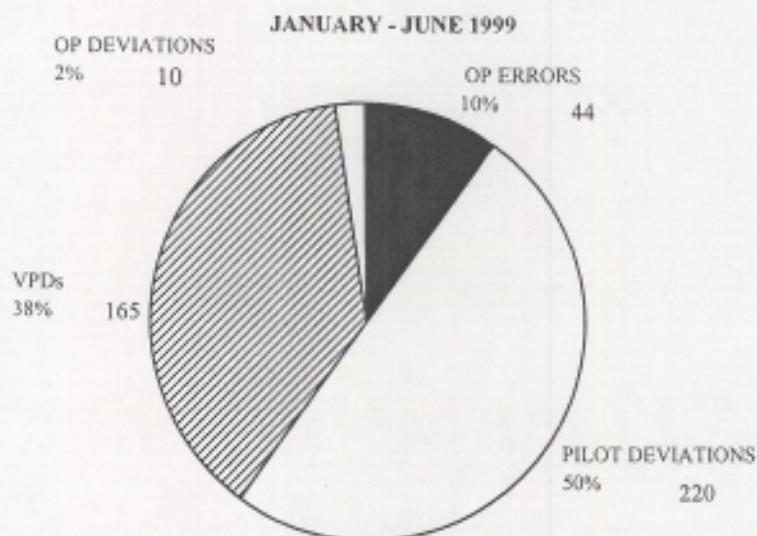
SURFACE INCIDENTS*

*Surface Incidents June require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.
Data are preliminary and subject to change.

**SURFACE INCIDENTS
BY MONTH
1999 - JUNE 2000**



SURFACE INCIDENTS BY TYPE



Multiple Deviations can originate from a surface incidents. Consequently, duplicate counts may exist
VPDs: Vehicle/Pedestrian Deviations

SURFACE INCIDENTS
TOP AIRPORT (2000 RANKING)
12 MONTH COMPARISON

AIRPORT	JUL 98 - JUN 99	JUL 99 - JUN 00
Reno/Tahoe Intl, NV	14	32
Montgomery Field Arpt, CA	16	31
Merrill Field Arpt, AK	22	27
North Las Vegas Arpt, NV	3	27
Long Beach/Daugherty Field Arpt, CA	14	26
John Wayne-Orange County Arpt, CA	6	26
Ft. Lauderdale Executive Arpt, FL	15	25
Jeffco Arpt, CO	10	24
Los Angeles Intl, CA	19	22
Luis Munoz Marin Intl, PR	8	18
San Francisco Intl, CA	15	17
Theodore Francis Green State Arpt, RI	0	16
San Jose Intl, CA	10	15
Centennial Arpt, CO	5	15
David Wayne Hooks Memorial Arpt, TX	2	15
Mnpls-St. Paul Intl/World Chamberlain Arpt, MN	2	15
Lambert-St. Louis Intl, MO	17	13
Phoenix Sky Harbor Intl, AZ	14	13
Greater Rochester Intl, NY	2	13
Andrews AFB, MD	11	12
Raleigh-Durham Intl, NC	5	12
San Antonio Intl, TX	7	11
Chicago Midway Arpt, IL	6	11
Santa Monica Muni Arpt, CA	1	11
Camarillo Arpt, CA	0	11
Chino Arpt, CA	0	11
Ann Arbor Muni Arpt, MI	5	10
General Edward Lawrence Logan Intl, MA	4	10
Anchorage Intl, AK	2	10

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

JULY 1998 - JUNE 1999 versus JULY 1999 - JUNE 2000
Caution: A surface incident may have multiple causal factors and result in multiple reports.*

AIRPORT	PILOT		SURFACE		VEHICLE		TOTAL*	RATE
	DEVIATIONS	ERRORS	DEVIATIONS	DEVIATIONS	PEDESTRIAN			
Ahlert Regional Apt., TX	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Adams Field Apt., AK	3	1	0	0	0	1	5	2
Adams Apt., TX	2	1	0	0	0	0	2	2
Adison Apt., OH	4	1	0	0	2	0	8	2
Akron-Canton Regional Apt., OH	0	1	0	0	0	1	0	2
Albany Int'l., NY	2	1	0	0	0	1	2	2
Albert Whited Apt., FL	0	2	0	0	0	0	6	0
Albuquerque Int'l., NM	1	2	0	0	1	0	1	4
Alexandria Int'l. Apt., LA	0	1	0	0	0	0	0	1
Allegheny County Apt., PA	0	2	0	0	0	7	4	7
Allen AAF, AK	1	0	0	0	0	0	1	0
Amarillo Int'l., TX	0	1	0	0	0	0	2	0
Anchorage Int'l., AK	1	6	1	1	0	0	3	2
Andrews AFB, MD	1	1	0	0	2	0	8	11
Ann Arbor Muni Apt., MI	1	1	0	0	0	4	9	5
Amistee Metro Apt., AL	1	0	1	0	0	0	0	3
Anoka County-Blaine Apt (James Field), MN	0	0	0	0	0	3	5	5
Aspen-Pitkin County/Sandy Field Apt., CO	1	0	0	0	0	0	1	0
Atlanta Center, GA	0	0	0	0	0	0	1	0
Augusta Reg'l at Bush Field Apt., GA	0	1	0	0	0	0	1	0
Aurora Muni Apt., IL	1	1	0	0	0	1	3	2
Austin Straubel Int'l., WI	0	1	0	0	0	0	0	1
Austin-Bergstrom Int'l. Apt., TX	1	0	0	1	0	0	1	0
Baltimore-Washington Int'l., MD	3	3	0	0	2	1	5	5
Bangor Int'l., ME	0	0	0	0	0	1	1	1
Barkley Regional Apt., KY	0	1	0	0	0	2	0	3
Bensenville Muni-Boardman/Polaris Field Apt., IL	0	0	0	0	0	1	0	1
Baton Rouge Metro, Ryan Field Apt., LA	0	0	0	0	0	-1	-1	0
Bellingham Int'l., WA	0	0	0	0	0	0	1	0
Bethel Apt., AK	0	0	0	0	0	0	0	1
Beverly Muni Apt., MA	0	0	0	0	0	1	0	1
Billings Logan Int'l., MT	0	1	0	0	0	0	0	1
Binghamton Regional/Edwin A. Link Field Apt., NY	0	0	0	0	0	0	0	0

Actual Activity Data thru 03/31/2000
 Forecast Activity Data 04/01/2000 - 06/30/2000
 Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

JULY 1998 - JUNE 1999 versus JULY 1999 - JUNE 2000
Caution: A surface incident may have multiple causal factors and result in multiple reports.*

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Birmingham Apt, AL	2	0	0	0	0	0	2	5	4	5	2.574
Bishop Intl, MI	0	0	0	0	0	0	1	0	1	0	0.677
Blue Grass Apt, KY	0	0	0	0	0	0	1	0	0	1	0.000
Boeing Field/King County Intl, WA	2	1	0	0	1	2	1	1	4	4	1.251
Buise Air Terminal/Gowen Field Apt, ID	3	4	0	0	1	0	0	0	4	4	2.274
Boston TRACON, MA	0	1	0	0	0	0	0	0	0	1	N/A
Brown Field Apt, KY	0	1	0	0	0	0	0	2	0	3	0.000
Brackett Field Apt, CA	2	5	0	0	0	0	0	1	2	6	0.824
Bradley Intl, CT	0	2	0	0	0	0	1	0	1	2	0.540
Brown Field Muni Apt, CA	0	1	0	0	0	0	0	0	0	1	0.000
Brunswick NAS, ME	2	0	0	0	0	0	0	0	2	0	N/A
Buchanan Field Apt, CA	1	5	0	0	1	0	0	2	2	7	0.893
Buffalo Niagara Intl, NY	1	0	0	0	0	0	3	1	4	1	2.561
Burbank-Glendale-Pasadena Apt, CA	1	0	0	0	1	3	1	0	3	3	1.648
Burlington Intl, VT	0	0	0	0	0	0	0	1	0	1	0.000
Camarillo Apt, CA	0	1	0	0	0	0	0	10	0	11	0.000
Capital Apt, IL	1	3	0	0	1	1	0	0	2	4	2.075
Capital City Apt, MI	0	0	1	0	0	0	0	0	1	0	0.809
Cess Field NAS, FL	0	0	0	0	0	0	0	1	0	1	N/A
Centennial Apt, CO	4	4	0	0	2	1	9	5	15	1.128	
Central Illinois Rgnl Apt, IL	3	1	0	0	1	0	0	0	4	1	5.020
Chandler Muni, AZ	0	0	0	0	0	0	2	0	2	0	0.000
Charleson AFB/Intl, SC	2	2	0	0	2	0	3	0	7	2	5.638
Charlotte/Douglas Intl, NC	5	4	0	0	2	0	0	1	7	5	1.549
Cherry Capital Apt, MI	1	1	0	0	0	0	0	0	1	1	0.782
Chicago Midway Apt, IL	1	5	-1	3	2	1	3	6	11	2.091	3.651
Chicago Ohare Intl, IL	3	3	0	0	2	1	3	3	8	7	0.890
Chicago TRACON, IL	1	0	0	0	0	0	0	0	1	1	2.310
Chico Muni Apt, CA	1	1	0	0	0	0	0	0	1	1	0.000
Chino Apt, CA	0	5	0	0	2	0	4	0	11	0	6.250
Cincinnati Muni/Lunken Field Apt, OH	0	1	0	0	0	0	0	0	1	0	0.793
Cincinnati/Northern Kentucky Intl, OH	1	3	0	0	0	1	0	2	1	6	0.220

Actual Activity Data thru 03/31/2000

Forecast Activity Data 04/01/2000 - 06/30/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

JULY 1998 - JUNE 1999 versus JULY 1999 - JUNE 2000

Caution: A surface incident may have multiple causal factors and result in multiple reports.*

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
City of Colorado Springs Muni Arpt, CO	1	0	0	0	1	0	0	3	2	3	0.976	1.165
Cleveland Center, OH	0	0	0	0	0	1	0	0	0	1	N/A	N/A
Cleveland-Hopkins Intl, OH	11	5	0	0	1	0	1	1	13	6	4.165	1.859
Cobb County-Mc Collum Field, GA	1	0	0	0	0	0	0	0	1	0	0.890	0.000
Columbia Metro Arpt, SC	1	1	0	0	0	0	0	0	1	1	0.796	0.790
Columbia Regional Arpt, MO	0	0	0	0	0	1	0	1	0	2	0.000	5.025
Columbus Metro Arpt, GA	0	0	0	0	0	0	0	0	0	1	0.000	1.474
Craig Muni Arpt, FL	2	1	0	0	0	0	0	0	2	1	1.398	0.753
Crystal Arpt, MN	3	5	0	0	0	0	6	4	9	9	4.771	4.789
Cyril E. King Arpt, VI	2	0	0	0	0	1	2	2	4	3	3.675	3.308
Dallas Love Field Arpt, TX	4	1	0	1	1	0	0	2	5	4	2.067	1.619
Dallas/Ft. Worth Intl, TX	4	4	0	0	3	4	0	1	7	9	0.796	1.021
Danbury Muni Arpt, CT	2	1	0	0	0	0	2	0	4	1	3.203	0.871
Dane County Regional-Truax Field Arpt, WI	1	0	0	0	0	0	0	0	1	0	0.702	0.000
David Wayne Hooks Memorial Arpt, TX	1	4	0	0	0	0	0	1	11	2	15	0.755
Daytona Beach Intl Arpt, FL	6	4	0	0	1	0	0	0	0	7	4	1.950
Deadhorse Arpt, AK	0	0	0	1	0	0	0	0	0	1	N/A	N/A
Decatur Arpt, IL	0	1	0	0	0	0	0	0	0	0	0.000	1.811
Dekalb-Peachtree Arpt, GA	2	1	0	0	1	2	3	3	6	6	2.567	2.584
Denver Center, CO	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Denver Intl, CO	1	1	0	0	0	1	0	3	1	5	0.206	0.994
Des Moines Intl, IA	2	3	0	0	0	0	0	1	2	4	1.434	2.974
Detroit Metro Wayne County Arpts, MI	2	0	0	0	2	1	2	0	6	1	1.106	0.180
Duluth Intl, MN	0	1	0	0	0	0	1	3	1	4	1.512	6.354
Dupage Arpt, IL	1	4	0	0	0	1	0	3	4	1.377	1.945	
Dutchess County Arpt, NY	0	0	0	0	0	1	2	1	2	2	1.439	1.464
Eagle County Regional Arpt, CO	6	1	0	0	0	0	0	0	6	1	19.312	3.142
El Monte Arpt, CA	0	1	0	0	0	0	0	4	0	5	0.000	3.020
El Paso Intl, TX	2	1	0	0	0	0	0	0	2	1	1.377	0.688
Elko Muni-J.C. Harris Field Arpt, NV	1	0	0	0	0	0	0	0	1	0	3.709	0.000
Elmira/Corning Regional Arpt, NY	0	0	0	0	0	0	2	0	2	0	0.000	3.055
Empire Airfield Arpt, NE	0	3	0	0	0	1	1	1	5	5	0.547	2.653

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

JULY 1998 - JUNE 1999 versus JULY 1999 - JUNE 2000
Caution: A surface incident may have multiple causal factors and result in multiple reports.*

AIRPORT	PILOT		SURFACE		SURFACE		VEHICLE		TOTAL*		RATE
	DEVIATIONS	ERRORS	DEVIATIONS	ERRORS	DEVIATIONS	PEDESTRIAN	DEVIATIONS	PEDESTRIAN	98 - 99	99 - 00	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	99 - 00
Erie Int'l, PA	0	0	0	0	0	0	1	0	1	0	1.740
Ernest A. Love Field Aptl, AZ	0	2	0	0	0	0	0	2	0	4	0.000
Essex County Aptl, NJ	1	0	0	0	0	0	1	0	2	0	1.212
Evansville Regional Aptl, IN	0	4	0	0	0	0	0	1	0	5	0.808
Fairbanks Intl, AK	0	5	0	0	0	0	0	1	0	5	0.000
Falcon Field Aptl, AZ	1	2	1	0	0	0	4	5	6	7	6.808
Fanning Field Aptl, ID	0	1	0	0	0	0	0	1	0	2	0.000
Felts Field Aptl, WA	0	1	0	0	0	0	0	0	0	1	0.000
Flagstaff Pulliam Aptl, AZ	1	0	0	0	0	0	0	0	0	1	0
Flying Cloud Aptl, MN	6	3	0	0	1	0	4	1	11	4	5.511
Fort Wayne Intl, IN	0	1	0	0	1	0	0	2	1	3	0.886
Fort Worth Meacham Aptl, TX	0	0	0	0	0	0	3	4	3	4	0.834
Forth Worth Alliance Aptl, TX	2	0	0	0	0	0	0	0	2	0	0.982
Four Corners Regional Aptl, NM	1	0	0	0	0	0	1	0	1	1	0.907
Fresno Yosemite Intl Aptl, CA	2	4	0	0	0	0	1	0	0	2	5
Pt. Lauderdale Executive Aptl, FL	5	9	0	0	0	0	10	16	15	25	1.258
Pt. Lauderdale/Hollywood Intl, FL	2	2	0	0	0	0	2	0	0	2	4
Fullerton Muni Aptl, CA	1	2	0	0	0	0	2	1	3	3	0.862
Fulton County Aptl-Brown Field Aptl, GA	0	2	0	0	0	0	0	0	3	5	1.034
Gainesville Regional Aptl, FL	0	0	0	0	0	0	1	0	1	0	0.919
General Edward Lawrence Logan Intl, MA	2	5	0	0	1	3	1	2	4	10	0.783
General Mitchell Intl, WI	7	2	0	0	2	0	4	1	13	3	3.250
George Bush Intercontinental Aptl, TX	0	0	0	0	0	0	0	2	0	2	0.000
Gillespie Field Aptl, CA	0	3	0	0	0	0	1	5	1	8	0.451
Grand Forks Intl, ND	1	3	0	1	0	0	0	0	1	4	0.453
Grand Prairie Muni Aptl, TX	1	0	0	0	0	0	0	0	1	1	1.794
Grant County Aptl, WA	0	0	0	0	1	0	2	2	3	2	0.000
Greater Kankakee Aptl, IL	0	0	0	0	0	0	1	0	1	0	N/A
Greater Peoria Regional Aptl, IL	1	0	0	0	0	1	0	0	1	1	1.053
Greater Pittsburgh Intl, PA	1	3	0	0	3	0	0	0	4	3	0.903
Greater Rochester Intl, NY	2	7	0	0	3	0	3	2	13	13	0.673
Greater Rockford Aptl, IL	3	1	0	0	0	0	1	6	4	7	6.863
											5.845

Actual Activity Data thru 03/31/2000

Forecast Activity Data 04/01/2000 - 06/30/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

JULY 1998 - JUNE 1999 versus JULY 1999 - JUNE 2000
Caution: A surface incident may have multiple causal factors and result in multiple reports.*

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Greenville-Spartanburg Intl Arpt, SC	1	0	0	0	0	0	0	0	1	0	1,649	0.000
Gregg County Arpt, TX	1	4	0	0	0	0	0	1	1	5	1,010	5.173
Groton-New London Arpt, CT	0	0	0	0	0	0	0	1	0	1	0,000	1.319
Gulfport-Biloxi Regional Arpt, MS	2	2	0	0	0	0	2	0	4	2	3,682	1,788
Gwinnett County - Briarce Field, GA	1	1	0	0	0	0	0	0	1	1	0,878	1,063
Hagerstown Regn-Richard A Henson Field Arpt, MD	4	1	0	0	0	0	0	0	1	4	2	6,577
Hartford-Brainard Arps, CT	0	0	0	0	0	0	0	1	0	1	0,000	0,792
Hawkins Field Arpt, MS	0	0	0	0	0	0	1	0	1	0	2,184	0.000
Hayward Executive Arpt, CA	0	3	0	0	0	0	0	1	0	4	0,000	2,309
Hector Intl, ND	2	2	0	0	0	0	1	7	1	9	4	4,212
Honolulu Intl, HI	2	1	0	0	0	0	1	3	0	5	2	1,452
Houston Center, TX	0	1	0	0	0	0	0	0	0	0	1	N/A
Huntsville Intl/Carl T. Jones Field Arpt, AL	2	1	0	0	0	0	0	0	0	5	2	1,452
Igor I. Sikorsky Memorial Arpt, CT	3	1	0	0	0	0	1	1	3	4	5	1,610
Indianapolis Intl, IN	0	2	0	0	0	0	0	2	4	2	6	2,283
Jack Northrop Fld-Hawthorne Muni Arpt, CA	0	0	0	0	0	0	1	1	0	1	1	4,463
Jackson County-Reynolds Field Arpt, MI	0	0	0	0	0	0	1	1	0	1	0	0,997
Jackson Intl, MS	1	1	0	0	0	0	0	1	2	1	2	1,955
Jacksonville Intl, FL	0	3	0	0	1	0	1	1	2	2	3	1,224
James M. Cox Dayton Intl, OH	0	3	0	0	1	0	1	1	2	4	1,308	2,616
Jeffco Arpt, CO	1	4	0	0	0	0	0	9	20	10	24	6,113
Joe Foss Field Arpt, SD	0	0	0	0	0	0	1	2	1	2	0,938	1,876
John F. Kennedy Intl, NY	4	1	0	0	0	1	1	1	2	6	4	1,693
John Wayne-Orange County Arpt, CA	5	22	0	0	0	2	1	2	6	26	1,397	5,544
Joplin Regional Arpt, MO	1	0	0	0	0	0	0	0	1	0	2,524	0.000
Joselin Field-Magic Valley Rgnl Arpt, ID	0	1	0	0	0	0	0	0	0	1	0,000	2,186
Kahului Arpt, HI	0	7	0	0	0	0	0	0	0	7	0,000	3,892
Kalamazoo/Battle Creek Intl, MI	1	1	0	0	0	0	0	0	1	0	N/A	N/A
Kaiiwi Arpt, AK	0	0	0	0	0	0	0	0	1	0	N/A	N/A
Kansas City Center, MO	1	0	0	0	0	0	0	1	0	4	0,685	2,756
Kansas City Downtown Arpt, MO	0	4	0	0	0	0	1	0	3	1	0,459	1,370
Kansas City Intl, MO	1	0	0	0	0	0	0	0	3	1	0,459	1,370

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AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE		
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Kenai Muni Apt., AK	1	1	0	0	0	1	0	0	1	2	1,394	2,838	
Kent County Intl, MI	0	0	0	0	0	1	0	0	0	1	0,000	0,693	
Kissimmee Muni Apt., FL	0	2	0	0	0	0	0	0	0	2	0,000	1,659	
Kodiak Apt., AK	0	0	0	0	0	0	0	0	0	2	0,000	5,177	
La Guardia Apt., NY	1	0	0	0	2	1	0	3	3	4	0,821	1,090	
Lake Hood SPB, AK	0	0	0	0	0	0	0	0	3	3	N/A	N/A	
Lakefront Apt., LA	3	3	0	0	0	0	0	0	3	6	N/A	3,301	
Lakeland Linder Regional Apt., FL	1	5	0	0	0	0	1	2	2	7	0,909	3,500	
Lambert-St. Louis Intl, MO	7	7	2	0	2	1	6	5	17	13	3,378	2,621	
Lancaster Apt., PA	1	1	0	0	0	0	0	0	0	1	1	0,889	
Lauphuis/Bullhead Intl Apt., AZ	1	0	0	0	0	0	0	0	0	1	0	7,892	
Laurence G. Hanscom Field AptL, MA	1	3	1	0	2	1	0	0	0	4	4	2,040	
Lawrence Muni Apt., MA	0	3	0	0	0	0	0	0	0	0	3	0,000	
Lawton-Fort Sill Rgnl Apt., OK	0	1	0	0	0	0	0	0	0	0	1	1,289	
Lehigh Valley Int'l, PA	1	1	0	0	1	0	0	0	0	2	1	0,697	
Lincoln Muni Apt., NE	0	6	0	0	0	1	0	1	0	1	7	0,799	
Livermore Muni Apt., CA	0	0	0	0	0	0	0	0	0	0	1	0,000	
Long Beach/Daugherty Field Apt., CA	12	20	1	1	0	1	1	4	14	26	2,782	5,520	
Long Island Mac Arthur Apt., NY	1	1	0	0	0	1	0	0	0	1	2	0,467	
Los Angeles Intl, CA	16	18	0	0	2	1	1	3	19	22	2,491	2,854	
Louisville Int'l-Standiford Field Apt., KY	0	1	0	0	0	0	2	0	2	1	1,156	0,555	
Lovell Field Apt., TN	1	0	0	0	0	0	1	1	1	2	1,965	0,893	
Lubbock Int'l, TX	0	0	0	0	0	0	0	1	0	1	0,000	0,792	
Luis Munoz Marin Int'l, PR	3	6	0	1	0	1	5	10	8	18	3,826	7,629	
Mahlon Sweet Field Apt., OR	2	5	0	0	0	0	0	0	2	5	1,787	4,218	
Manassas Rgnl/Harry P. Davis Field Apt., VA	0	3	0	0	0	0	1	1	1	4	0,784	3,262	
Manchester Apt., NH	1	0	1	0	0	0	1	3	3	3	2,561	2,654	
Mansfield Lahm Muni Apt., OH	0	0	0	0	0	0	0	0	0	2	0,000	3,591	
Martha's Vineyard Apt., MA	0	1	0	0	0	0	1	0	0	1	0,000	1,561	
Mc Carren Intl, NV	8	1	0	0	0	1	1	0	0	9	2	1,780	0,256
Mc Ghee Tyson Apt., TN	3	2	0	0	0	0	0	1	3	3	2,085	2,036	
Mc Kellar-Sipes Regional Apt., TN	1	0	0	0	0	0	0	0	0	1	3,268	3,723	

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AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Mc Kinney Muni Aptl, TX	0	1	0	0	0	0	0	0	0	1	0.000
Mercy Field Aptl, OR	1	0	0	0	0	0	1	1	1	1	1.846
Meadows Field Aptl, CA	0	0	0	0	0	0	1	0	1	0	0.541
Melbourne Regional Aptl, FL	2	1	0	0	0	0	1	0	0	2	1.414
Memphis Center, TN	0	0	0	0	0	1	0	0	1	0	N/A
Memphis Intl, TN	1	2	0	0	1	0	0	0	0	2	0.551
Merrill C. Meigs Aptl, IL	0	1	0	0	0	0	0	0	0	1	0.000
Merrill Field Aptl, AK	1	2	1	0	0	0	0	20	25	22	27
Metropolitan Oakland Intl, CA	1	1	0	0	1	0	0	0	3	2	4
Miami Intl, FL	1	2	0	0	0	0	2	1	3	3	0.566
Michigan Rgnl Transportation Ctr Aptl, IN	0	1	0	0	1	0	2	1	3	2	3.458
Mid Delta Rgnl, MS	1	0	0	0	0	0	0	0	0	1	0
Middle Georgia Regional Aptl, GA	0	1	0	0	0	1	0	0	0	2	0
Milville Muni Aptl, NJ	1	0	0	0	0	0	1	0	0	2	N/A
Minneapolis Center, MN	0	1	0	0	0	0	0	0	0	1	N/A
Minneapolis-St. Paul Intl/World Chamberlain Aptl, MN	0	7	0	0	1	1	1	7	2	2	15
Missoula Intl, MT	1	0	0	0	0	0	0	0	1	0	1.725
Mobile Downtown, AL	1	0	0	0	0	0	0	0	0	2	0.000
Mobile Regional Aptl, AL	0	0	0	0	0	0	0	0	0	2	0.000
Maurice Regional Aptl, LA	1	3	0	0	0	0	0	1	2	2	6
Monterey Peninsula Aptl, CA	0	2	0	1	0	0	0	0	0	1	3
Montgomery Field Aptl, CA	8	13	2	1	0	0	6	17	16	31	5.875
Montgomery Rgnl (Dannelly Field) Aptl, AL	0	2	0	0	0	0	1	1	1	3	1.036
Morrisstown Muni Aptl, NJ	1	0	0	0	0	0	0	0	1	0	0.000
Muskegon County Aptl, MI	0	0	0	0	0	0	0	1	1	3	1.382
Myrtle Beach Intl, SC	1	2	0	0	0	0	0	0	1	1	5
Napa County Aptl, CA	1	4	0	0	0	0	0	1	1	0	0.380
Nashville Intl, TN	4	0	0	0	0	0	0	1	4	9	1.696
Nationa County Inst, WY	0	0	0	0	0	0	0	0	1	1	0.000
New Castle County Aptl, DE	1	0	0	0	0	0	0	0	1	0	0.677
New Hanover Intl, NC	2	3	0	0	0	0	0	0	2	5	2.802
											6.003

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AIRPORT	PILOT DEVIATIONS			SURFACE ERRORS			SURFACE DEVIATIONS			VEHICLE PEDESTRIAN DEVIATION			TOTAL*			RATE		
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
New Orleans Int'l/Mosaint Field Apt, LA	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0.000	1.205	N/A
New York TRACON, NY	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	N/A	N/A	1.519
Newark Intl, NJ	4	2	0	0	0	1	2	2	3	2	3	7	7	7	7	1.512	1.088	0.496
Newport News/Williamsburg Int'l, VA	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.000	0.774
Norfolk Int'l, VA	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.000	11.810
North Las Vegas Apt, NV	3	25	0	2	0	0	0	0	0	0	0	0	0	1	1	0.894	1.088	0.253
Northwood Memorial Apt, MA	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0.604	2.472
Oakland County Int'l Apt, MI	2	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0.000
Ontario Int'l, CA	0	2	0	0	0	0	1	1	2	1	1	3	3	4	4	0	3.482	0.000
Opa Locka Apt, FL	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	1.400	2.216
Orlando Executive Apt, FL	1	3	0	0	0	1	0	0	1	2	0	0	2	1	1	0	0.547	0.274
Orlando Int'l, FL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.000
Orlando Sanford Apt, FL	6	2	0	0	0	0	0	2	0	0	0	0	0	0	2	1	3.276	1.517
Otagamie County Rgnl Apt, WI	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	2.165	1.067
Page Field Apt, FL	1	0	0	0	0	0	0	0	0	1	1	1	1	2	1	0	4.115	2.848
Palm Beach Int'l, FL	7	4	0	0	0	1	2	0	0	0	0	0	0	0	8	6	2.095	8.852
Palm Springs Int'l, CA	1	9	0	0	0	1	0	0	0	0	0	0	0	0	6	7	1.613	1.519
Palmdale Prod'n Flu Test Instn Apt, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0.000
Palo Alto of Santa Clara County Apt, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000
Panama City-Bay County Int'l Apt, FL	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0.987	0.978
Pensacola Regional Apt, FL	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0.000
Philadelphia Int'l, PA	2	2	0	0	0	2	2	1	1	1	1	0	0	5	5	1.042	1.061	0.519
Phoenix Sky Harbor Int'l, AZ	13	10	0	0	0	0	0	1	1	1	2	14	13	13	13	2.566	2.181	3.345
Phoenix-Dear Valley Muni Aptl, AZ	2	6	0	0	0	1	0	0	0	0	0	3	3	3	3	0	0	0.000
Piedmont Triad Int'l, NC	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.875
Port Columbus Int'l, OH	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2.306	0.863
Portland Int'l Jetport Aptl, ME	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.305	0.932
Portland Int'l, OR	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1.297	0.409
Portland-Hillsboro Aptl, OR	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	5	3.956	4.545
Pueblo Memorial Aptl, CO	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000	1.198

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	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Purdue University Arpt, IN	0	2	0	0	0	0	0	0	0	2	0.000
Quad-City Arpt Intl, IL	0	1	0	0	0	0	0	0	1	1	0.000
Quincy Muni Baldwin Field Arpt, IL	1	0	0	0	0	0	0	0	1	0	N/A
Raleigh-Durham Intl, NC	2	9	0	0	0	2	3	1	5	12	1.800
Ralph Wien Memorial Arpt, AK	0	1	1	0	0	0	0	0	1	1	N/A
Reading Regional/Carl A. Spatz Field Arpts, PA	0	1	0	0	1	1	2	3	3	5	2.171
Redding Muni Arpt, CA	0	1	0	0	0	0	3	0	4	0	4.890
Reid-Hillview of Santa Clara County Arpt, CA	11	27	1	1	0	0	2	4	14	32	8.996
Reno/Tahoe Intl, NV	0	0	0	0	0	0	3	1	3	1	2.942
Renton Muni Arpt, WA	0	6	0	0	0	0	1	0	1	6	0.390
Republic Arpt, NY	4	1	0	0	0	1	8	7	12	9	4.586
Richard Lloyd Jones Jr. Arpt, OK	5	4	1	0	0	0	1	1	7	5	5.255
Richmond Intl, VA	1	0	0	0	0	0	2	0	3	0	4.119
Riverside Muni Arpt, CA	4	3	0	1	0	0	1	1	5	5	4.532
Roanoke Regional/Woodrum Field Arpt, VA	0	2	0	0	0	0	0	0	0	2	N/A
Robins AFB, GA	0	1	0	0	0	1	1	1	0	2	2.704
Rochester Intl Arpt, MN	1	2	0	0	1	0	0	0	2	2	2.476
Rock County Arpt, WI	4	1	0	0	0	1	1	1	0	5	2.319
Ronald Reagan Washington National Arpt, DC	0	1	0	0	0	0	0	0	1	0	0.599
Roswell Industrial Air Center Arpt, NM	0	0	0	0	0	0	3	0	3	0	0.000
Salinas Muni Arpt, CA	0	5	2	0	1	1	0	0	3	6	0.812
Salt Lake City Intl, UT	0	1	0	0	0	0	0	0	0	1	N/A
Salt Lake City TRACON, UT	6	10	0	0	0	0	1	1	7	11	2.738
San Antonio Intl, TX	0	1	0	0	0	0	0	3	0	4	0.000
San Carlos Arpt, CA	2	1	1	1	1	1	0	0	4	2	1.791
San Diego Intl-Lindbergh Field Arpt, CA	10	4	0	3	1	2	4	8	15	17	3.454
San Francisco Intl, CA	6	13	1	1	2	1	1	0	10	15	3.288
San Jose Intl, CA	3	7	0	0	0	1	1	1	4	9	2.435
Santa Barbara Muni Arpt, CA	0	0	0	0	0	0	0	1	0	1	0.041
Santa Fe County Muni Arpt, NM	0	1	0	0	0	0	1	10	1	11	0.452
Santa Monica Muni Arpt, CA	0	4	0	0	0	1	0	0	0	5	0.098
Sarasota-Bradenton Intl Arpt, FL	0	0	0	0	0	0	0	0	0	0	2.761

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	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Savannah Intl, GA	1	1	0	0	0	0	3	1	4	2	3.714
Scottsdale Apt, AZ	0	0	1	0	0	0	1	1	1	1	0.440
Seattle-Tacoma Intl, WA	2	5	0	0	2	0	1	3	5	8	1.177
Sioux Gateway Apt, IA	0	0	0	1	0	0	0	1	0	2	0.000
Smyrna Apt, TN	1	0	0	0	0	0	0	0	1	0	1.432
Snohomish County (Payne Field) Apt, WA	0	0	0	0	0	0	0	1	0	1	0.000
Sonoma County Apt, CA	0	0	0	0	0	0	0	2	0	2	0.000
Southeast Texas Rgnl, TX	1	0	0	0	0	0	1	0	2	0	3.931
Southwest Florida Int'l Apt, FL	1	1	0	0	0	0	0	1	1	2	1.359
Spirit Of St. Louis Apt, MO	1	6	0	0	0	0	0	2	1	8	0.474
Spokane Int'l, WA	0	2	0	0	0	0	0	0	0	2	0.000
Springfield-Branson Rgnl Apt, MO	2	1	0	0	0	0	0	0	2	1	1.711
St. Louis Downtown-Parks Apt, IL	2	1	0	0	0	0	3	2	5	3	3.040
St. Lucie County Int'l, FL	1	4	0	0	0	0	0	0	1	4	0.635
St. Paul Downtown Holman Field Apt, MN	0	0	0	0	0	0	3	2	3	2	1.249
St. Petersburg/Clearwater Int'l, FL	1	0	0	0	0	0	0	0	1	0	0.454
St. Petersburgh Clearwater Int'l, FL	1	1	0	0	0	0	0	0	1	1	0.617
Stewart Int'l, NY	3	1	0	0	1	1	2	1	6	3	3.872
Syracuse Hancock Int'l, NY	0	2	0	0	0	0	0	0	0	2	0.000
Tallahassee Rgnl Apt, FL	1	3	0	0	0	0	2	1	3	4	1.113
Tampa Int'l, FL	0	3	0	0	0	0	1	0	1	3	1.769
Terre Haute Int'l, IN	1	2	0	0	1	2	3	1	5	5	2.029
Teterboro Apt, NJ	1	0	0	0	1	2	0	0	3	1	3.523
The Eastern Iowa Apt, IA	1	2	0	0	0	1	2	0	3	1	1.201
The William B. Hartsfield Atlanta Int'l, GA	1	3	0	0	2	2	2	2	5	7	0.569
Theodore Francis Green State Apt, RI	0	12	0	1	0	0	0	3	0	16	0.000
Toledo Express Apt, OH	1	2	0	0	0	0	0	0	1	2	0.912
Tompkins County Apt, NY	0	1	0	0	0	1	1	1	1	3	1.814
Trenton Mercer Apt, NJ	1	0	0	0	0	0	0	0	1	0	0.692
Tri-Cities Apt, WA	2	2	0	0	1	0	0	0	3	2	3.245
Tri-City Rgnl Apt, TN	0	0	0	0	0	0	2	0	2	0	2.115
Tri-State/Milton J. Ferguson Field Apt, WV	0	2	0	0	0	0	0	0	0	2	0.000
Tucson Int'l, AZ	1	1	0	0	0	1	0	1	1	3	0.352

Actual Activity Data thru 03/31/2000

Forecast Activity Data 04/01/2000 - 06/30/2000

Rates per 100,000 Operations

JULY 1998 - JUNE 1999 versus JULY 1999 - JUNE 2000

Caution*: A surface incident may have multiple causal factors and result in multiple reports.

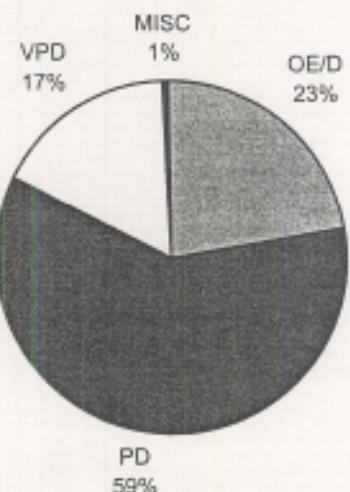
AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE 99 - 00
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Tulsa Int'l, OK	2	2	0	0	0	0	1	0	3	2	1.487
Tuscaloosa Muni Aptl, AL	0	1	0	0	0	0	0	1	2	0	0.000
Tweed-New Haven Aptl, CT	1	1	0	0	0	0	0	0	1	1	1.595
Tyler Pounds Field Aptl, TX	0	0	0	0	0	0	0	1	0	1	N/A
University Of Illinois-Willard Aptl, IL	1	0	0	0	0	0	0	0	1	0	0.723
Valdosta Rgnl Aptl, GA	0	1	0	0	0	0	0	0	0	1	0.000
Van Nuys Aptl, CA	1	1	0	0	0	0	0	2	1	3	0.174
Vandenberg AFB, CA	2	0	0	0	0	0	0	0	2	0	N/A
Vero Beach Muni Aptl, FL	1	1	0	0	0	0	1	0	2	1	0.917
W K Kellogg Aptl, MI	0	0	0	0	0	0	0	2	0	2	2.059
Waco Regional Aptl, TX	0	1	0	0	0	0	0	0	0	1	0.000
Walla Walla Regional Aptl, WA	0	1	0	0	0	0	0	0	0	1	0.000
Washington Dulles Intl, DC	4	1	0	0	1	0	0	0	0	5	1.141
Waterloo Muni Aptl, IA	0	1	0	0	0	0	0	1	0	2	0.000
Waukewan Rgnl Aptl, IL	0	2	0	0	0	0	0	0	0	2	0.000
Westchester County Aptl, NY	0	3	0	0	0	0	1	1	1	4	0.454
Wheeling Ohio County Aptl, WV	0	1	0	0	0	0	0	0	0	1	0.000
Whiteman Aptl, CA	0	0	0	0	0	0	1	1	1	1	0.725
Wichita Mid-Continent, KS	2	0	0	0	0	0	0	1	2	1	0.937
Wiley Post Aptl, OK	2	0	0	0	0	0	0	3	2	3	2.151
Wilkes-Barre/Scranton Intl, PA	0	0	0	0	0	0	0	1	0	1	0.000
Will Rogers World Aptl, OK	1	2	0	0	1	0	0	0	2	2	1.224
William P. Hobby Aptl, TX	3	2	0	0	1	0	0	1	4	3	1.553
Willow Run Aptl, MI	3	1	2	0	0	0	7	3	12	4	6.518
Wittman Regional Aptl, WI	0	2	0	0	0	0	0	1	0	3	0.000
Worcester Muni Aptl, MA	0	1	0	0	0	0	0	0	0	1	0.000
Yakima Air Terminal/Mcallister Field Aptl, WA	0	2	0	0	0	0	0	1	0	3	0.000
Youngstown Muni Aptl, OH	0	3	0	1	1	0	2	1	3	5	2.986
Zamperini Field Aptl, CA	1	0	0	0	0	0	0	0	1	0	0.462
Total	458	674	23	21	91	96	295	506	867	1297	1.586

Runway Incursions by Type and Month

1999 through June 2000

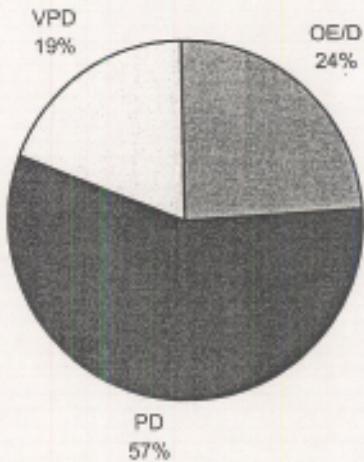
Runway Incursions by Month - 2000

MONTH	Incident Type				
	OE/D	PD	VPD	MISC	TOTAL
January	2	15	5	1	23
February	5	12	7	0	24
March	11	22	3	0	36
April	7	20	6	0	33
May	8	24	5	0	37
June	11	24	7	0	42
July					
August					
September					
October					
November					
December					
TOTAL	44	117	33	1	195



Runway Incursions by Month - 1999

Month	Incident Type			
	OE/D	PD	VPD	Total
January	8	17	3	28
February	7	9	5	21
March	3	8	6	17
April	4	15	3	22
May	8	18	3	29
June	7	12	9	28
July	7	23	9	39
August	7	13	3	23
September	8	17	8	33
October	7	13	4	24
November	7	15	3	25
December	5	22	5	32
Totals	78	182	61	321



Runway incursion data is based on preliminary reports and is subject to change following a final investigation.

Source: Runway Safety Program Office, ATS-20

**RUNWAY INCURSIONS
BY TYPE AND RATE**

Jan - Jun 2000

(Operations in Millions)

January - June 2000

Region	OE	PD	VPD	MISC	TOTAL	OPERATIONS	RATE
AAL	0	1	2	0	3	0.53	5.69
ACE	1	6	1	0	8	1.27	6.30
AEA	9	9	3	0	21	4.40	4.77
AGL	7	13	6	1	27	5.10	5.29
ANE	2	11	2	0	15	1.44	10.42
ANM	3	9	3	0	15	2.90	5.17
ASO	10	17	8	0	35	7.02	4.99
ASW	4	11	1	0	16	3.97	4.03
AWP	8	40	7	0	55	7.45	7.38
Total	44	117	33	1	195	34.08	5.72

January - December 1999

Region	OE	PD	VPD	TOTAL	OPERATIONS	RATE
AAL	0	1	1	2	1.05	1.9
ACE	4	9	3	16	2.69	5.95
AEA	12	14	6	32	8.84	3.62
AGL	16	27	13	56	10.33	5.42
ANE	4	7	4	15	2.99	5.02
ANM	7	14	2	23	5.81	3.96
ASO	14	37	10	61	13.79	4.42
ASW	6	20	8	34	8.07	4.21
AWP	15	53	14	82	15.18	5.4
Total	78	182	61	321	68.75	4.67

Runway incursion data is based on preliminary reports and is subject to change following a final investigation.

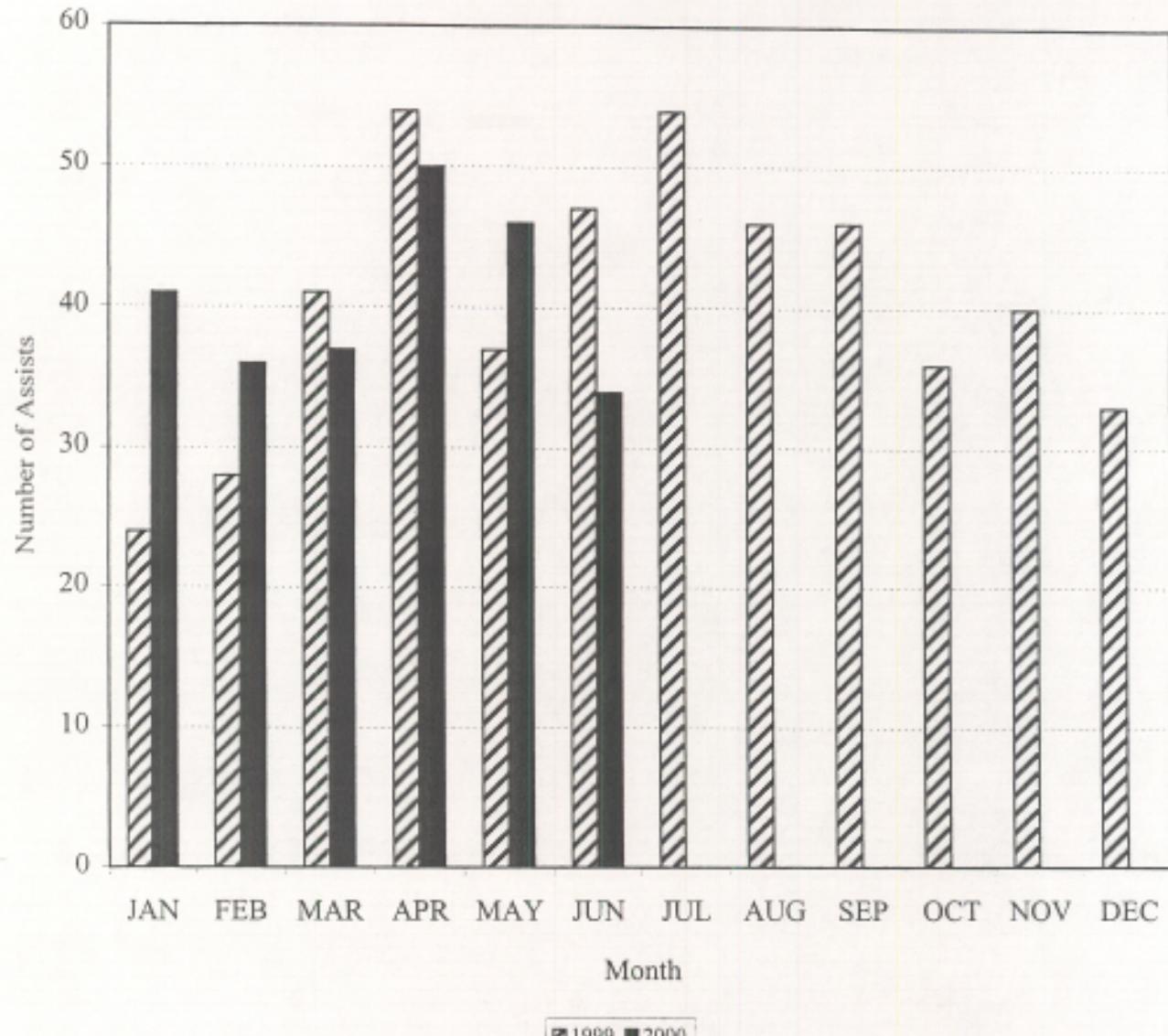
Source: Runway Safety Program Office, ATS-20

FLIGHT ASSISTS*

*Flight Assists June require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.
Data are preliminary and subject to change.

Flight Assists by Month

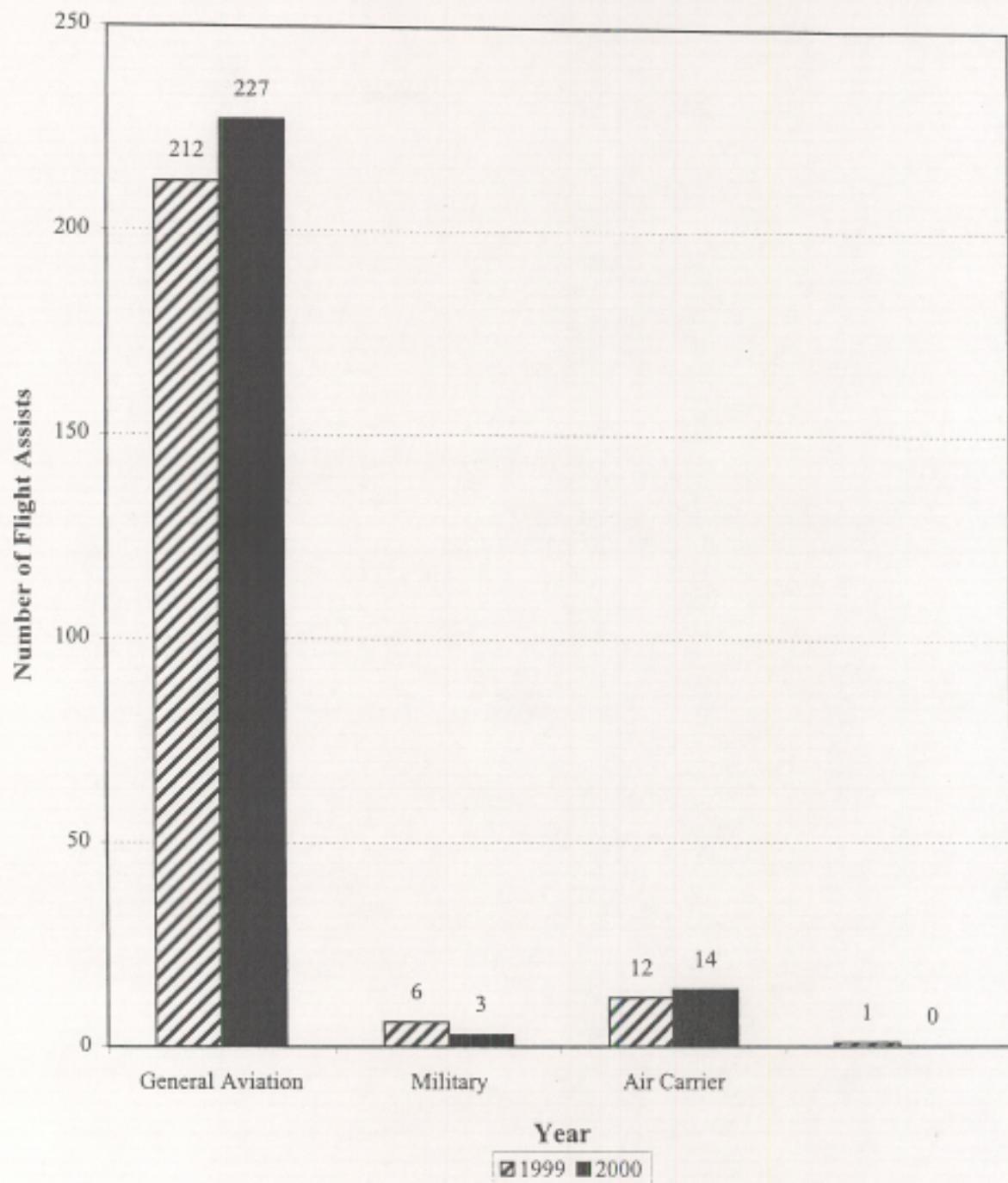
1999 - June 2000



	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000
	24	41	28	36	41	37	54	50	37	46	47	34	54	46

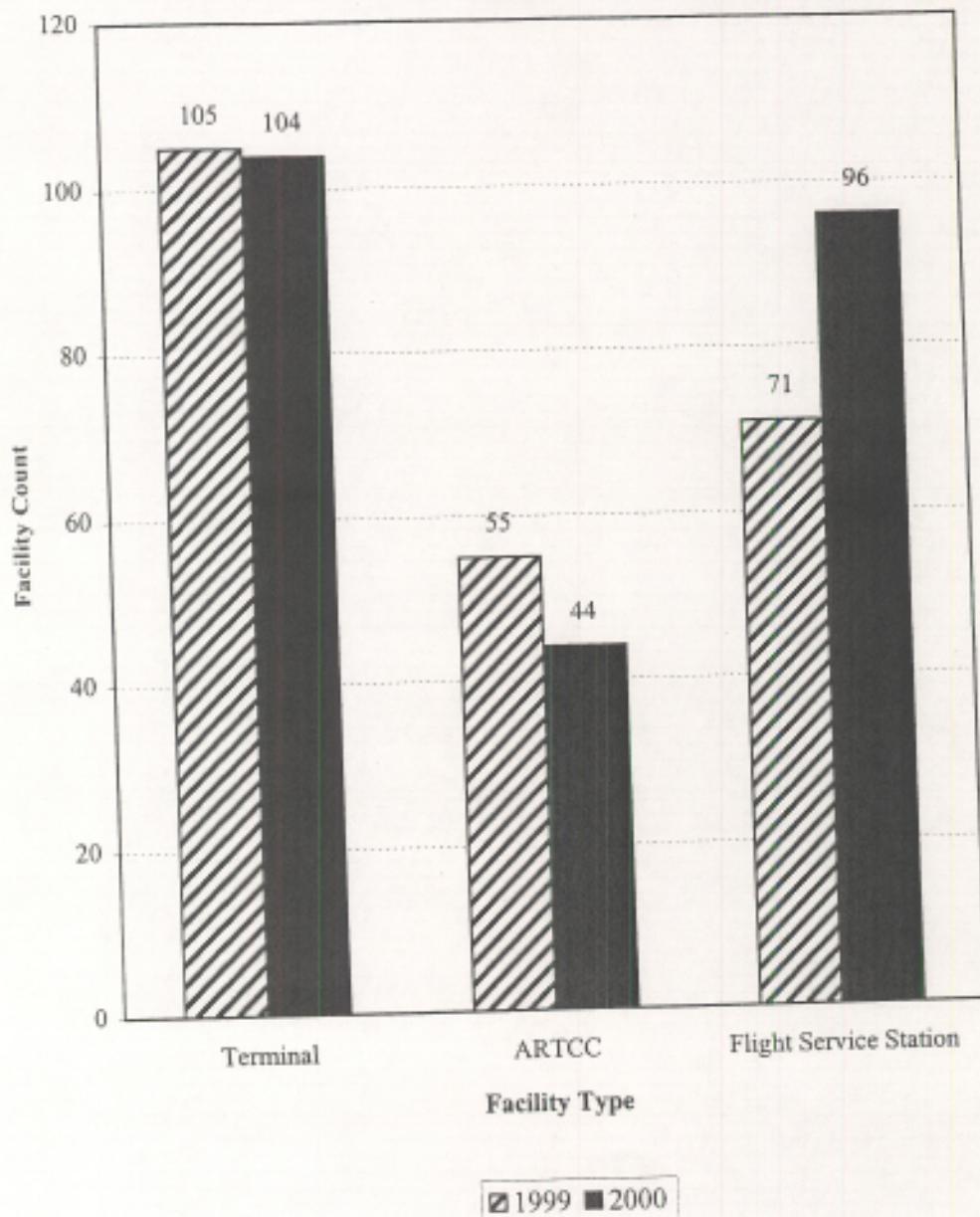
Flight Assists By Operator Type

1999 - June 2000



Flight Assists by Facility Type

1999 - June 2000

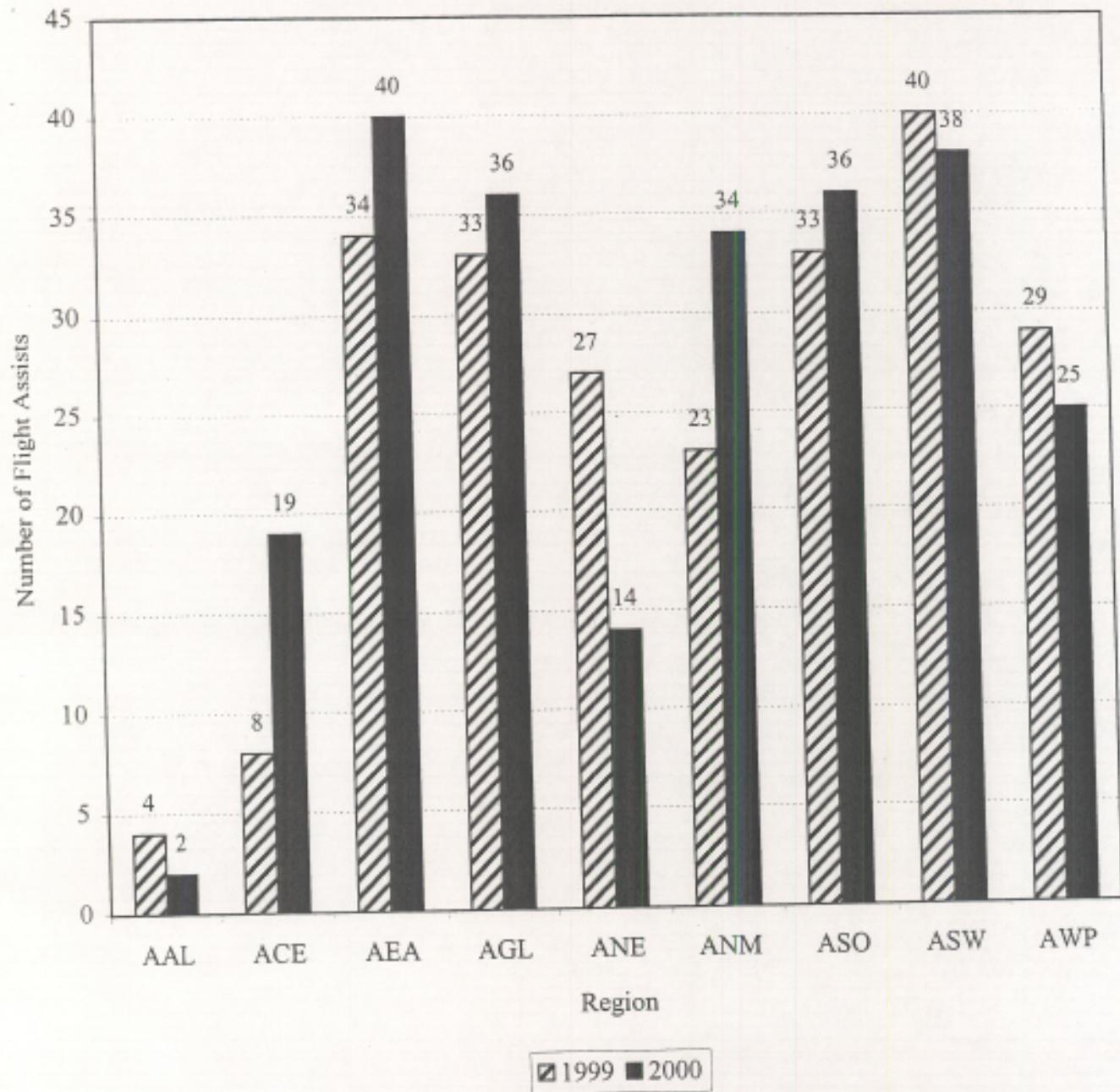


**Flight Assists by Facility
12 Month Comparison (2000 Ranking)**

Facility Name	ID	JULY 1998 - JUNE 1999	JULY 1999 - JUNE 2000
Fort Worth Meacham Arpt, TX	FTW	16	22
New York TRACON, NY	N90	21	20
Montgomery County Arpt, TX	CXO	13	15
Denver Intl, CO	DEN	7	15
Ernest A. Love Field Arpt, AZ	PRC	13	14
Seattle Center, WA	ZSE	7	11
Atlanta Center, GA	ZTL	20	10
Houston Center, TX	ZHU	5	9
Austin Straubel Intl, WI	GRB	5	9
Los Angeles Center, CA	ZLA	5	8
Princeton Muni Arpt, MN	PNM	4	8
Ronald Reagan National Arpt, DC	DCA	3	8
Columbia Regional Arpt, MO	COU	6	7
Fort Worth Center, TX	ZFW	6	7
Cleveland Center, OH	ZOB	5	7
Seattle-Tacoma Intl, WA	SEA	4	7
Greater Kankakee Arpt, IL	IKK	3	7
Kansas City Center, MO	ZKC	2	7
Wichita Mid-Continent, KS	ICT	2	7
New York Center, NY	ZNY	2	7
Mc Alester Regional Arpt, OK	MLC	8	6
Altoona-Blair County Arpt, PA	AOO	6	6
Cedar City Rgnl Arpt, UT	CDC	3	6
San Angelo Rgnl/Mathis Field Arpt, TX	SJT	2	6
Norfolk Intl, VA	ORF	2	6
Bradley Intl, CT	BDL	5	5
Lovell Field Arpt, TN	CHA	2	5
St. Petersburg/Clearwater Intl, FL	PIE	1	5
Anniston Metro Arpt, AL	ANB	0	5
Nashville Intl, TN	BNA	0	5

Flight Assists By Region

1999 - June 2000

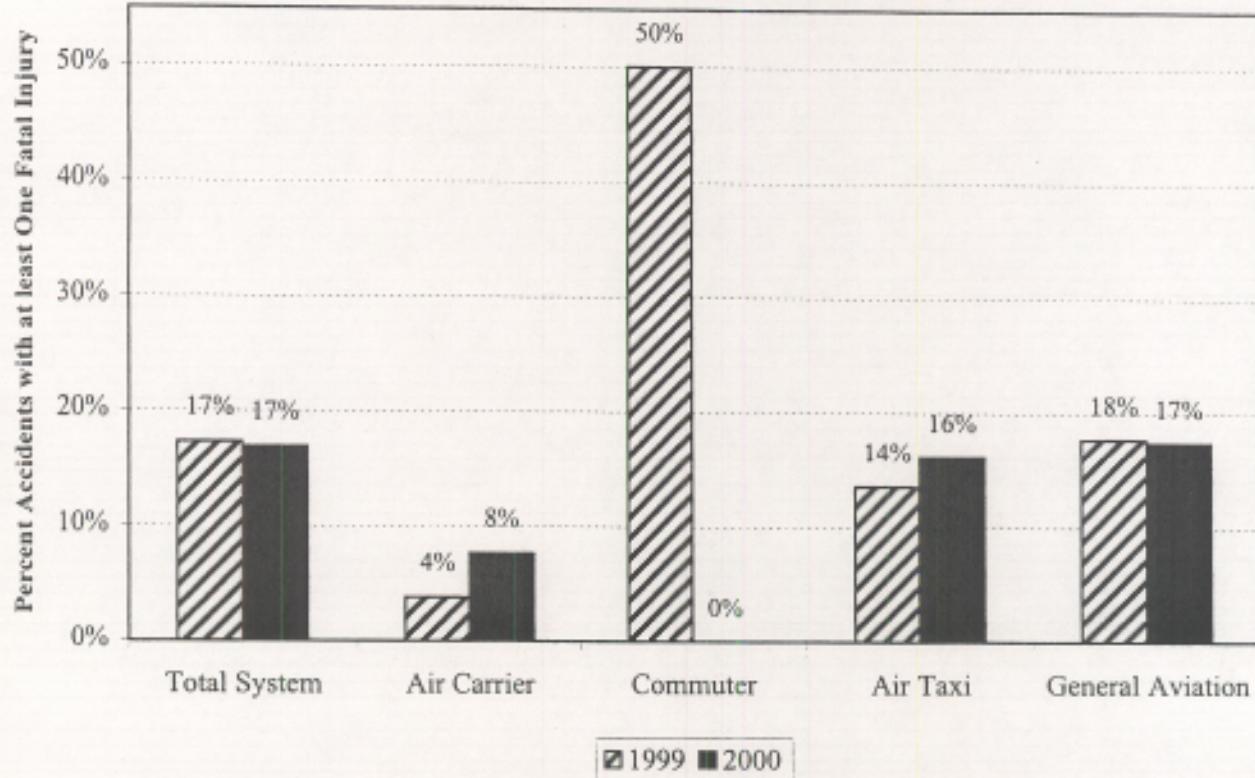


ACCIDENT DATA*

*An aircraft accident is defined by the National Transportation Safety Board as "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage."

Data are preliminary and subject to change.

Total System Accident Data by Segment
January - June
1999-2000



SEGMENT	JAN - JUN YEAR	ACCIDENTS			FATAL RATE
		TOTAL	FATAL	FATALITIES	
Total	1999	943	163	300	17%
System	2000	870	147	372	17%
Large Air	1999	26	1	11	4%
Carrier	2000	26	2	91	8%
	1999	4	2	2	50%
Commuter	2000	8	0	0	0%
	1999	37	5	14	14%
Air Taxi	2000	31	5	31	16%
General	1999	876	155	273	18%
Aviation	2000	805	140	250	17%

TOTAL SYSTEM ACCIDENT DATA BY SEGMENT
1994 through 1999

Segment	YEAR	FLIGHT HOURS	TOTAL	ACCIDENTS		ACCIDENT RATE	
				FATAL	FATALITIES	TOTAL	FATAL
Large Air Carrier	1994	13,124,315	23	4	239	0.17	0.03
	1995	13,505,257	36	3	168	0.27	0.02
	1996	13,746,112	38	5	380	0.28	0.04
	1997	15,838,109	49	4	8	0.31	0.03
	1998	16,846,063	50	1	1	0.30	0.01
	1999P	17,428,000	52	2	12	0.30	0.01
Commuter	1994	2,784,129	10	3	25	0.36	0.11
	1995	2,627,866	12	2	9	0.46	0.08
	1996	2,756,755	11	1	14	0.40	0.04
	1997	982,764	16	5	46	1.63	0.51
	1998	353,765	8	0	0	2.26	0.00
	1999P	269,000	13	5	12	4.83	1.86
Air Taxi	1994	1,854,000	85	26	63	4.58	1.40
	1995	1,707,000	75	24	52	4.39	1.41
	1996	2,029,000	90	29	63	4.44	1.43
	1997	2,250,000	82	15	39	3.64	0.67
	1998	2,538,000	77	18	48	3.03	0.71
	1999P	2,809,000	76	12	38	2.71	0.43
General Aviation	1994	22,235,000	1994	403	725	8.96	1.80
	1995	24,906,000	2053	412	734	8.23	1.64
	1996	24,881,000	1908	360	632	7.67	1.45
	1997	25,464,000	1853	353	643	7.28	1.39
	1998	26,796,000	1909	365	623	7.12	1.36
	1999P	27,080,000	1908	342	628	7.05	1.26

Data Source: NTSB

Rates are per 100,000 hours flown

Suicide/Sabotage cases are included in "Accidents" and "Fatalities" but not in "Accident Rates"

P - Preliminary Data

Effective March 20, 1997, aircraft with 10 or more seats must conduct scheduled passenger operations under 14 CFR 121

ACRONYM/ABBREVIATION LIST

ACRONYM/ABBREVIATION LIST

<i>A/C</i>	<i>Air Carrier</i>
<i>AAL</i>	<i>Alaskan Region</i>
<i>ACE</i>	<i>Central Region</i>
<i>ACT</i>	<i>Approach Control Tower</i>
<i>AEA</i>	<i>Eastern Region</i>
<i>AGL</i>	<i>Great Lakes Region</i>
<i>ANE</i>	<i>New England Region</i>
<i>ANM</i>	<i>Northwest Mountain Region</i>
<i>APP</i>	<i>Approach</i>
<i>ARSA</i>	<i>Airport Radar Service Area</i>
<i>ARTCC</i>	<i>Air Route Traffic Control Center</i>
<i>ASO</i>	<i>Southern Region</i>
<i>ASW</i>	<i>Southwest Region</i>
<i>ATA</i>	<i>Airport Traffic Area</i>
<i>ATC</i>	<i>Air Traffic Control</i>
<i>ATCT</i>	<i>Airport Traffic Control Tower</i>
<i>AWP</i>	<i>Western Pacific Region</i>
<i>CZ</i>	<i>Control Zone</i>
<i>FSS</i>	<i>Flight Service Station</i>
<i>IFR</i>	<i>Instrument Flight Rules</i>
<i>N/A</i>	<i>Not Applicable or Not Available</i>
<i>NMAC</i>	<i>Near Midair-Collision</i>
<i>NONSCH</i>	<i>Nonscheduled</i>
<i>NTSB</i>	<i>National Transportation Safety Board</i>
<i>OCA</i>	<i>Other Controlled Airspace</i>
<i>OD</i>	<i>Operational Deviation</i>
<i>OE</i>	<i>Operational Error</i>
<i>OP</i>	<i>Operational</i>
<i>PCA</i>	<i>Positive Control Area</i>
<i>PD</i>	<i>Pilot Deviation</i>
<i>PROCS</i>	<i>Procedures</i>
<i>SCH</i>	<i>Scheduled</i>
<i>SUA</i>	<i>Special Use Airspace</i>
<i>TCA</i>	<i>Terminal Control Area</i>
<i>TRACON</i>	<i>Terminal Radar Approach Control</i>
<i>VFR</i>	<i>Visual Flight Rules</i>
<i>VPD</i>	<i>Vehicle/Pedestrian Deviation</i>

GLOSSARY

GLOSSARY

Accident

An "aircraft accident" is defined by the National Transportation Safety Board as "an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage."

Air Carrier

Any air operator operating under FAR Parts 121, 127, or 135.

Air Route Traffic Control Center (ARTCC)

A facility established to provide air traffic control service to aircraft operating on an IFR flight plan within controlled airspace and principally during the enroute phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance service may be provided to VFR aircraft.

Air Taxi

A class of air carriers, operating pursuant to FAR Part 135, engaged in the nonscheduled air transportation of persons, property, or mail for compensation or hire in aircraft with 30 or less passenger seats and a payload capacity of 7,500 pounds or less. They do not hold certificates of public convenience and necessity and do not hold specific route authority.

Airport Operations

The number of arrivals and departures from the airport at which the airport traffic control tower is located. There are two types of operations: local and itinerant.

Commuter

An FAR Part 135 operator who carries passengers on at least five round trips per week or at least one route between two or more points according to its published flight schedule that specifies the times, days of the week, and places between which those flights are performed.

Flight Assist

An event in which an air traffic control specialist provides verbal information or guidance to an aircraft pilot in a potentially dangerous flight situation.

General Aviation

That portion of civil aviation which encompasses all facets of aviation except air carriers.

Large Air Carrier

Scheduled and nonscheduled aircraft operating under FAR Parts 121 or 127.

(Note: Part 129 operations [foreign air carriers] are not included in the NTSB accident database, nor are hour and departure data available for these air carriers.)

Near Midair Collision

An incident associated with the operation of an aircraft in which a possibility of collision occurs as a result of proximity of less than 500 feet to another aircraft, or a report is received from a pilot or flight crew member stating that a collision hazard existed between two or more aircraft.

Degree of Hazard

Critical: A situation in which collision avoidance was due to chance rather than an act on the part of the pilot. Less than 100 feet of aircraft separation would be considered critical.

Potential: An incident which would probably have resulted in a collision if no action had been taken by either pilot. Closest proximity of less than 500 feet would usually be required in this case.

No Hazard: A situation in which direction and altitude would have made a midair collision improbable regardless of evasive action taken.

Open "Near Midair Collisions"

Final investigation still underway.

Operational Deviation

An occurrence where applicable separation minima as referenced in the operational error definition below were maintained but (1) less than the applicable separation minima existed between an aircraft and protected airspace without prior approval (2) an aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval, (3) an aircraft penetrated airspace that was delegated to another position of operation or another facility at an altitude or route contrary to the altitude or route requested and approved in direct coordination or as specified in a Letter of Agreement, pre-coordination or internal procedure, or (4) an aircraft, vehicle, equipment, or personnel encroached upon a landing area that was delegated to another position of operation without prior coordination and approval.

Operational Error

An occurrence attributable to an element of the air traffic control system in which:

- 1. Less than the applicable separation minima results between two or more aircraft, or between an aircraft and terrain or obstacles (e.g., operations below minimum vectoring altitude (MVA); equipment/personnel on runways), as required by FAA Order 7110.65 or other national directive; or*
- 2. An aircraft lands or departs on a runway closed to aircraft operations after receiving air traffic authorization.*

Pilot Deviation

The actions of a pilot that result in the violation of a Federal Aviation Regulation or a North American Aerospace Defense Command (NORAD) Air Defense Identification Zone (ADIZ) tolerance.

Pilot Deviation Air Deviation Types

*ATC Altitude Clearance Deviation
ATC Course Clearance Deviation
Airspeed Violation
Flying VFR When IFR Required
Pilot Unqualified for Aircraft or Conditions
Required Aircraft Equipment Not Operating
Careless or Reckless Aircraft Operating
Unauthorized Low Level Flying
Missed Compulsory Reporting Point
Noncompliance with Other Regulations*

Pilot Deviation Airspace Violation Types

*Class A (formerly Positive Control Area (PCA))
Class B (formerly Terminal Control Area (TCA))
Class C (formerly Airport Radar Service Area (ARSA))
Class D (formerly Airport Traffic Area (ATA) and Control Zone (CZ))
Class E (formerly General Controlled Airspace)
Class G (formerly Uncontrolled Airspace)
Special Use Airspace
Unknown
Other*

Pilot Deviation Surface Deviation Types

- Takeoff Without Clearance*
- Takeoff on Wrong Runway or Taxiway*
- Landing Without Clearance*
- Landing or Takeoff Below Weather Minimums*
- Landing on Wrong Runway, Airport, or Taxiway*
- Entered Taxiway or Runway Without Clearance*
- Careless or Reckless Aircraft Operation*
- Other*

Runway Incursion

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.

Please see next page for definition details.

Surface Incident

Any event where unauthorized or unapproved movement occurs within the movement area or an occurrence in the movement area associated with the operation of an aircraft that affects or could affect the safety of flight. Surface incidents result from pilot deviations, operational errors, vehicle pedestrian deviations, or operational deviations

Terminal Radar Approach Control (TRACON)

A Federal Aviation Administration (FAA) air traffic control facility using radar and air/ground communications to provide approach control services to aircraft arriving, departing, or transiting the airspace controlled by the facility. Service June be provided to both civil and military airports. A TRACON is similar to a RAPCON (USAF), a RATCF (USN), and an ARAC (Army).

Vehicle/Pedestrian Deviation

An entry or movement on an airport movement area by a vehicle operator or pedestrian that has not been authorized by air traffic control (includes aircraft operated by a non-pilot).

RUNWAY INCURSION DEFINITIONS

This section includes two groups of definitions. The first group includes terms that have been subject to some confusion and misunderstandings in the past; the second set is comprised of definitions tailored specifically to runway incursion analysis.

Runway Incursion (FAA Order 8020.11A, Ch.1 Par 5)

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.*

**A loss of separation means that aircraft involved in the incident were closer than allowed by air traffic requirements.*

Runway Incursions are classified into four categories:

Pilot Deviations (PD) - action of a pilot that results in violation of a Federal Aviation Regulation.

Operational Errors (OE) - an occurrence attributable to an element of the ATC system which results in:

- 1) less than the applicable separation minima between two or more aircraft, or between an aircraft and terrain or obstacles, as required by FAA Order 7110.65, Air Traffic Control, and supplemental instructions. Obstacles include vehicles/equipment/personnel on runways; or
- 2) an aircraft landing or departing on a runway closed to aircraft operations after receiving air traffic authorization.

Operational Deviations (OD) (FAA Order 7210.3)

Controlled occurrences where applicable separation minima, as referenced in the definition of operational error (see above) are maintained, but 1) less than the applicable separation minima existed between an aircraft and protected airspace without prior approval, or 2) an aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval.

Vehicle/Pedestrian Deviations (VPD) - vehicle or pedestrian incursions resulting from a vehicle operator, non-pilot operator of an aircraft, or pedestrian who deviates onto the movement area (including the runway) without ATC authorization.

It should be noted that not all events that fall into these categories are counted as runway incursions. While these four categories all represent surface incidents, they are considered runway incursions only when a collision hazard or loss of separation occurs.